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HARRY LOUIS

ASSISTANT EDITOR  
GEORGE WILSON

Vol. 100      No. 2859  
55th Year of Publication



*Footing? Certainly not! This rider and his passenger had, in fact, just started away from rest. The slush-covered surface provided ample wheelgrip*

## Shopping for Spares

"THE counter assistant was rude to me. I shall never go there for spares again!" Or, "I was in the shop for half an hour, waiting behind a crowd of people not one of whom seemed to know what he wanted." Exclamations like that are commonplace in this mechanical age. They rarely arise because an assistant may have been slow in the uptake or did not know his job. More generally they are the result of lack of forethought on the part of customers seeking spares they are unable to describe or identify, for machines the exact year of manufacture and designation of which may not be known. We are assured on good authority that only the other day a customer in a spares department asked for "a nut for a motor cycle" and was surprised when it was pointed out to him that not all nuts were the same size.

That, of course, is an exceptional case. But reports of lesser penny gaffs are so widely circulated as to make it obvious that many riders apply as little imagination to the purchase of, say, cylinder-head bolts as they might to the buying of a pound of butter. Frustration and delay, friction between customer and storekeeper need never arise. Wherever possible, the part to be replaced should be taken along. The point about knowing the year of manufacture of one's machine has already been made. Of course, the best safeguard of all is to obtain a spares list. That done, it is necessary only to quote a part number in order to be certain of purchasing the right spare—with the minimum of delay and fuss to the trader, to other customers and to oneself.

#### In This Issue

Occasional Comments ...	130
The RCA Twin Tested ...	132
Thoughts for the Holidays ...	134
Women Awheel ...	136
New Dunkley Scooter ...	137
Letters to The Editor ...	138
On the Four Winds ...	141
Profile—Peter Stirland ...	142
Two-stroke Carburettors ...	144
John Douglas Trial ...	147
For New Riders— Suspensions ...	148
Zenith Carburettors ...	151
Sports News ...	152
General News ...	154
Club News ...	156

## Action, Please

IN the Road Traffic Act, 1956, a relatively small section referred to a most important safety measure. The Minister of Transport was given powers to approve regulations banning unleashed dogs on highways. Some local authorities were quick to request approval for designating roads in their areas; others have so far taken no action. Up to the end of last year 84 applications to the Ministry had been made; 41 have been or are about to be confirmed, seven have been rejected and the remaining 36 are still under consideration. Of those confirmed only 14 are as yet being applied.

Last week it was suggested in the House of Commons that, on the law of averages, 23 people will be killed, 600 seriously injured and 2,000 slightly injured this year as a result of road accidents caused by dogs. The Minister was asked to encourage local authorities to speed up their applications under the Act. Unfortunately the Government reply placed the responsibility squarely on the shoulders of local authorities and stressed the difficulties of enforcement. Such an attitude is unhelpful, to say the least. The problems of identifying the owner of a roaming dog are well known but, as demonstrated during the two-year Slough Experiment, can be dealt with by the police. Energetic moves first to obtain an order under the Act and then to enforce it would be a tangible road-safety measure—as the figures quoted above clearly illustrate.



20 JANU



On the extreme left is a photograph of the illuminated address presented last Tuesday by the Manx Club to Bob McIntrye (inset). The address congratulates the Scott racing man on his Senior and Junior T.T. wins and 100 m.p.h. lapperry in 1957.

# Occasional Comments

By "IXION"

In practice you started out at 6 a.m. with three gear positions and four neutral positions. By lunch-time the figure had probably shrunk to one gear and six neutrals! You went hungry as you struggled to find the perfect setting of "the steel pencil." Church seems to have loathed it as much as I did, though I gather his father did most of the dirty work. Though the author is professionally a poet of high standing, he never let a motor cycle drive him into verse. Or perhaps he did—and the verse proved unprintable!

*A Matter of Finish*

THE other week I wrote rather critically of the plating processes applied in the vehicle industries to metal parts which they elect to finish bright. Nickel is, I suppose, all but obsolete. Chromium is unpopular with proud owners too busy to set aside much leisure for polishing and not rich enough to pay for the eternal repetition of routine jobs. I wrote in a basic spirit of almost superstitious reverence for science, believing that if we want anything along our selected lines of progress, science will ultimately fulfil the need. Nickel and chromium have already posed as improvements on two rival finishes. One is the pale grey cadmium, once quite popular in the U.S.A. and still used extensively all over the world for small parts such as nuts and bolts. The other was best exemplified in the deservedly famous all-black Rudge. Handlebar, controls and so on were covered with an opaque plastic, analogous to the polished "skin" popular for car steering wheels. Not so very long after the black model appeared, Rudge went out of business. Maybe the buying public found

the handsome finish was too funereal. I loved it. A swift wipe with a wet rag and it looked as good as new. Only blows hard enough to penetrate it could do any harm.

### Tin-nickel Plating

LATEST challenge in the sphere of plating is tin-nickel. In 1954 the Tin Research Institute reported it to be more durable than chromium, more resistant to corrosion and better looking. There was a small stampede towards it in several trades but a reaction seems to have set in lately. It exhibits a faint pink blush, as opposed to the chill bluish tone of chromium. At least one important motor-cycle factory has been experimenting with it but still remains loyal to chromium. Let us recall the oldest cliché in the whole of literature—"Rome was not built in a day." There has lately been a world shortage of nickel, with consequent cost increases. We cannot be absolutely sure that the ideal processes and treatment have been hit upon thus early. However, the mere fact of such experiments supports my theory that some day we shall welcome platings which will look as good as chromium but will not entail so much elbow grease.

### My Camping Stove

ON January 16 "Nitor" discussed a novel innovation—a new Primus stove for campers. Price, £8 15s. Space required, 14 x 8 x 3in. A fuel charge—propane gas—gives 3½ hours' use for half a crown. Very nice for a party camper sidecar outfit or three-wheeler. I have perforce done lots of solo camping in my time. My stove on such trips is almost exactly the same size as a quarter-pound tin of tobacco and one hardly notices its presence in the side pocket of a sports jacket. I have long since forgotten its original cost—probably 10s then. It carries enough paraffin to cook a large meal for two but you must stow a tiny phial of methylated spirit to heat the burner. It is odd that I have never met anybody else who has used a similar baby stove.

### Speeds on New Roads

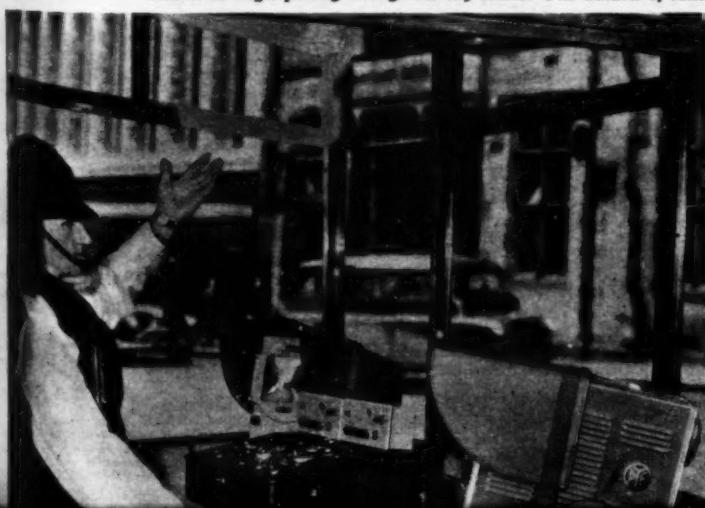
STILL we await a clear hint from the Minister of Transport about speed limits on our sample motorways. A similar silence is being preserved about the admission of creepers to them. There will be a tremendous barney when the problems

dawn upon the nation in their full majesty, say, at the opening the first through road of any major length and importance. This silence is rather suspicious. It almost looks as if Mr. Watkinson had resolved to let things take their course; that if I turn up at the official opening of the first sample to be finished and am driving an antique boneshaker barely capable of 20 m.p.h. on full throttle and threatening to dissolve into a heap of spillikins, I shall be allowed to proceed; and similarly if Stirling Moss arrives in a Ferrari, nobody will interfere with him unless he terrifies some important duchess. But if wide freedom is once permitted on the short-length sample roads, there will be the deuce to pay when the populace is at long last turned loose on a new four-lane or six-lane London-York motorway with few side turns and no novel controls or permissions. The creepers will be there. And when the law is invoked, that old British stalwart the precedent will have been established. (My private opinion is that the long-distance motorways will carry so many monstrous lorries that riding on them isn't going to be much fun after all.)

### Shoulder and Mall

ON one aspect of the new roads Mr. Watkinson has spoken clearly and in good time. Almost without exception, stoppage on the actual roads is to be prohibited and stops will be made only on hard shoulders constructed for that purpose. (In other words, the overtaking problem will be absolutely confined to vehicles in motion and travelling in the same direction as the overtaker.) That is a vital point, admirably covered. The up and down lanes will be separated, as in the U.S.A., by a median strip (called a mall for short). This mall may be as much as four yards wide. It is meant to serve two purposes. One is to furnish a little freeboard between up and down traffic in the event of a mixed pile up, a bad skid, a steering failure and so forth. Originally, a far greater stress was laid on planting it with a belt of shrubs or low trees to form an anti-dazzle screen. To the best of my belief this secondary purpose, vital as it is, has not been handled with energy anywhere in the world. The cost of the shrubs is high. They need constant attention. They screen headlamp glare only along the levels, though in undulating country such dazzle as shines over the screen is long-distance dazzle and not so tiresome as short-range dazzle. This matter of a median screen ought to be analysed and solved before our road building proceeds much farther. I am told that certain dendrologists (ahem!) are experimenting with an eye to producing a low, hardy and extremely dense type of treelet.

*The city of Durham is utilizing television to help solve its traffic problems. Two cameras (one is shown on the right) cover the narrow approach roads to the Market Place and monitor screens are located inside the police point-duty box. By this means, one policeman is said to be able to control all traffic passing through the city centre. The window of each camera box is fitted with a wiper*



# On the Road with the RCA

BY

VIC WILLOUGHBY



Ridden in this fashion, the RCA-engined Greeves is timed at 78 m.p.h. in one direction; mean maximum speed was 76 m.p.h.

## Impressive Performance from the New 349 c.c. Twin Two-stroke Designed by Peter Hogan

A THREE-FIFTY roadster which tops 75 m.p.h. (not by speedometer but against the watch in opposite directions) is reckoned to be a pretty sprightly job. In the same category a machine which gobbles up the standing quarter-mile in 19s and crosses the finish line at 69 m.p.h. is judged to be smart on the getaway. In the context of that level of performance, fuel consumption rates of 110 m.p.g. at 30 m.p.h. and 100 m.p.g. at 40 m.p.h. are extremely economical. I have recently been riding a machine powered by a prototype 349 c.c. RCA twin-cylinder two-stroke engine. A measure of its performance is given by the figures quoted, yet its most compelling charm was the versatility which comes from very high torque spread over an uncommonly wide range of engine speeds. In riding terms that means lusty acceleration, especially from low engine speeds, effortless hill-climbing and lightning response to throttle opening.

Designed by Peter Hogan on the basis of long experience in developing two-strokes for roadster and racing purposes, the engine was described and illustrated in *The Motor Cycle* for 24 October 1957; at that time it had just completed bench tests. To recapitulate: bore and stroke measurements are 63 and 56mm respectively; the relatively short stroke permits the use of small crankcases and, hence, a high primary compression ratio. Spacing of the bore centres 4in apart in the one-piece, cast-iron cylinder block results in a finned air passage nearly 1in wide between the cylinders; this lowers the temperature in what might otherwise be an undercooled region.

Further aids to cooling are the positioning of the exhaust ports at the extremities of the block, where they are well out in the air stream, and the use of the shortest possible ports to minimize the amount of heat fed back into the block. A light-alloy adaptor to take the exhaust pipe is bolted to each port. Another advantage of the exhaust-port positioning is that regions of local heat in the cylinders are diametrically opposed so that asymmetrical distor-

tion of the walls is prevented; hence piston-skirt clearances as small as 0.002in can be successfully employed.

Formed between the cylinders, the inlet tracts open tangentially into the lower ends of the bores and the swirl thus imparted to the charge assists in separating the oil from the petrol. Mixture ratio is 25 to 1. At 2.13 to 1 the ratio of connecting-rod length to stroke is high and this ensures the maximum period of inlet-port opening for given timing. The transfer ports are situated in the front and rear cylinder walls. The cylinder heads are separate light-alloy castings with central sparking plugs and a combustion-chamber form similar to that of the Hogan High-torque heads once marketed for B.S.A. Bantams. Crowns of the low-expansion Specialloid pistons are of shallow dome shape. Compression ratio is 8 to 1.

An unusual feature of the crankcase is that it is split across the middle of the main-bearing housings at 90 degrees to the cylinder axes. Six studs and nuts clamp the two halves together. All internal surfaces of the case are machined, thus permitting close running clearances for the two flywheel discs in each crank chamber—a further aid to high primary compression. The balance holes in the flywheels are plugged with cork and the right, left and middle portions of the crankshaft are integral with three of the discs. The assembly is pressed together and supported in five ball-bearings in addition to that in the Siba Dynastart which is driven by the right-hand end of the shaft. Spring-loaded, synthetic-rubber seals prevent gas leakage past the crankshaft bearings. Fully floating bushes are used in the connecting-rod small ends and a double row of rollers in each big end. Ignition is by two 12-volt coils.

For its initial bench tests the engine was fitted with a single Zenith carburettor of 25mm choke and an air filter, but when I collected the Greeves in which the engine was housed for road test there were two stub-mounted Amal type 6 carburettors, fed

by a common float chamber, and no air filter. This was the layout adopted when the engine was tested earlier in a Berkeley light car with surprisingly good results.

Certain items of equipment and weather conditions during my test were against the engine. In the first place the Albion gear box gave more widely spaced ratios than desirable. Overall ratios were: bottom, 17.85 to 1; second, 9.93 to 1; third, 7.46 to 1 and top, 5.74 to 1. There is little doubt that closer ratios would have been beneficial for standing-start acceleration. Secondly, the dual-seat had a steep upward slope from front to rear so that sliding back to adopt a crouch raised the seating position appreciably. Thirdly, an old pair of hack silencers was used and did not prove very suitable. Not only was the exhaust note tinny when the engine was firing erratically (which amounted to little more than idling conditions for two-stroking on light load was good) but the silencers cost 3 b.h.p.—a loss which could well be reduced with



Predominant trait of the RCA engine is its wide spread of high torque. Acceleration is smooth and brisk from idling speed upward. Below: Two Amal carburetors and a 12-volt Siba Dynastart are fitted

experiment. Finally, the usual road-test locations were under ice and snow so I had to compromise with a quarter-mile having shorter approaches.

Since the carburetors had no air slides flooding was necessary to provide a rich mixture for starting. The 90-watt reversible Dynastart used in the Berkeley car had been replaced by a 60-watt single-direction unit which occasionally jibbed momentarily at compression. But intermittent pressure on the starter button usually spun the engine which then fired readily. Once the engine was warm, idling was of average two-stroke standard.

But there was little else that was average about the RCA unit. It had the widest spread of torque I have experienced in a two-stroke twin. Hogan told me he had compromised in favour of bottom-end pulling power for the car and could shift the torque farther up the engine-speed scale if required. For my part, I found the low-speed punch really delightful and did not feel that the top end lacked anything for a three-fifty roadster. After all, the fastest timed one-way speed was 78 m.p.h. in spite of a fresh cross wind. Nevertheless, the possibility of pepping up the top end at the expense of the bottom augurs well for those who are interested in super-sports performance and delight in making extensive use of the gear box.

Saloon-car technique could be used without the least protest from the power unit. In other words, upward gear changes could be made after covering only a few yards in the lower gears and top was frequently notched at 25 m.p.h. From 20 m.p.h. upward the lower three gears could be ignored without the feeling that one was riding abnormally. The opposite technique came just as easily to the RCA. When upward changes were made at 26, 46 and 62 m.p.h. (which correspond to the power peak of 6,000 r.p.m. in bottom, second and third gears) the engine howled up the scale in exhilarating fashion.

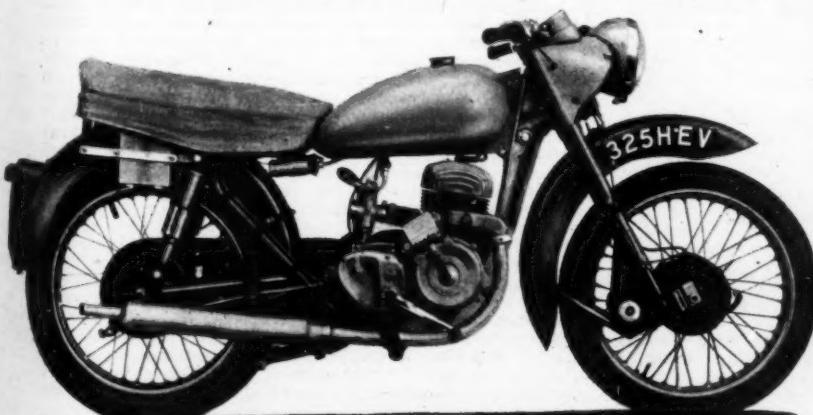
Perhaps the engine's remarkable torque is best illustrated by the top-gear acceleration figures obtained from 20 to 40 m.p.h. and from 30 to 50 m.p.h. The times were 8s and 7.4s respectively and were taken from steady, not rising, initial speeds. The first figure is identical with that returned on road test by a well-known overhead-valve three-fifty of sporting performance, is 1.2s better than that for a touring o.h.v. three-fifty and 3.8s better than a flat twin of the same capacity. A popular 500 c.c. o.h.v. vertical twin only bettered the figure by 0.4s and a lusty five-hundred single by 0.6s.

The 30-to-50 m.p.h. figure is even more praiseworthy. It is 1.1s better than that for the sporting o.h.v. three-fifty, 2.4s better than that recorded by the touring o.h.v. single of similar capacity and 4s less than the figure obtained with the 350 c.c. flat twin. In fact, matched against the five-hundreds, the RCA's 7.4s is equalled by the twin and beats the time for the single by 0.4s. To compare acceleration figures in the indirect gears is a more arbitrary affair because of the greater difference in gear ratios. Nevertheless in second and third gears the RCA shows up even better. Incidentally its 69 m.p.h. at the end of a standing quarter-mile is identical with the speed of the sporting three-fifty and the 500 c.c. single, while the 19s to cover the distance is only 0.2s longer than the time taken by the three-fifty and 0.4s longer than that for the five-hundred.

So smooth, surging and unhesitant was response to the throttle that I marked the twistgrip for further tests. The saloon-car technique and a steady 30 m.p.h. in top gear both required less than one-eighth throttle; a full eighth gave 38 to 40 m.p.h. on a level road.

Use of one-quarter throttle resulted in a speed of about 50 m.p.h. while on half-throttle the model hummed along at 65 m.p.h. Sitting bolt upright I obtained a mean speedometer reading of 72 m.p.h. on full throttle (speedo flattery was about 3 per cent). As to hill climbing, the impressive feature was how well the Greeves maintained its speed on a small fixed throttle setting or accelerated in almost level-road fashion when the throttle was opened.

Yes, I thoroughly enjoyed my experience with this versatile and tireless engine. Production units will be available from the end of March. Makers are R. Christoforides and Associates, Ltd., 59-61, Palmerston Road, Harlesden, London, N.W.10.





Scene from Italy: this shot, with the Mont Blanc massif as its backcloth, was taken from Villain in the Aosta Valley

# Brighton—or Barcelona?

WHY NOT A CONTINENTAL HOLIDAY THIS YEAR?

GEORGE WILSON Paints a Brief Introduction to the Foreign Scene

"*PASSEZ monsieur, amusez vous bien!*" But perhaps you are already familiar with the cheerful bonhomie of the French frontier officer; with that beaming grin under the peaked, pill-box hat; with the shouted instruction to amuse yourself that sets exactly the right tone for a holiday just begun. On the other hand, you may be a tenderfoot, still to experience the fun and the atmosphere—the very mystique—of a holiday abroad. If so, then draw up your chair and gather round. This piece is for you.

First of all, make no mistake about that first sentence in italic type. No foreign customs officer will treat you as though you were a member of The Mysterious Five. Each one will be as friendly and helpful as the next. All Western European countries, not only France, will welcome you as though you were a long-lost brother—and one having a minor strain of Royal blood at that. Effusion, the impression that you are just the person wanted to make someone's day, will be evident wherever you may go. Smothered in dust after a dash across the Alps, you may roll up at any one of Milan's most exclusive hotels and be greeted with all the warmth you received at that modest *pension* on the fringe of Rheims or any other township en route. No motor cyclist, no matter how much moisture may have dripped from his riding suit, has ever been given the upturned nose, the downturned thumb, by a hotelier abroad.

Continents describe Britons as isolationists where holidays

are concerned. And rightly so. For while the majority of Europeans have crossed at least one frontier before they are out of knickerbockers, the majority of the English never get farther south than Brighton, and hand in their hats without ever seeing Scotland and Wales. So let's shake off some of this stay-at-home lassitude; let's see what sort of pearl lies within the continental oyster.

Only some of the pleasures of touring abroad are tangible. The food, of course, is magnificent and that goes whether you have a sophisticated palate or not. Have you ever tasted a *filet grillé*—a grilled fillet steak—from the hand of a French chef? Or *pasta—spaghetti*—as it is served from a Neapolitan kitchen? Or fried octopus as it is eaten on the Costa Brava of Spain? Or a succulent *Schnitzel* from the kitchen of an Austrian or German inn? These are dishes that are practically guaranteed to delight greenhorns, for their novelty as much as for their palate-satisfying qualities. Yet, of all the meals I have enjoyed abroad those that stand out most vividly in my memory were almost stark in their simplicity.

I was riding to Italy on an Ariel Four at the time. And because lunch is such a ritual in France and can account for as much as an hour's or an hour and a half's delay, I had decided to eat at the roadside. So each morning I had my hotel supply me with a loaf of bread baked, enough butter and ham to go with it, and a half bottle of *vin ordinaire*—that simple, inexpensive wine that is a feature of nearly every Gallic table. Digested in the

middle of the day, in some attractive glade, these were meals for a king! The *fillets grillés*, in my view anyway, are best reserved for the leisure of the evening.

Those evenings! No matter where you are on the Western European land mass they have a distinctive pattern. First they are long, and not to be spent inside. After dinner, doors open and shirt-sleeved, print-dressed couples make their promenades, stopping to gossip, pausing awhile at a table in an outdoor café or restaurant, enjoying the tranquil air. The trees hardly stir in the cool, still atmosphere. Stars twinkle. Fairy lights may extend round an entire square or along the whole length of an avenue.

Evenings at the resorts are busy yet restful. In the cities they are well . . . what you make them. Night clubs empty when the milk is being delivered. Some cinemas are open till two in the morning. You can finish your day's shopping in some places at eight, nine, ten o'clock. If you have the francs or the marks or the lire—or whatever the local currency may be—you need never go to bed.

But, in general, the night clubs and the bright lights are best left to the business men travelling on a firm's expense account. A holiday abroad need not lower your bank balance any more than one spent at Blackpool or Torquay, but there are pitfalls. Stay in cities, eat in cities, *amusez vous* in cities, and your allowance will trickle as fast as fuel through a jet engine.

The secret, for anyone holidaying abroad for the first time, is to get off the beaten track. The pleasures of the French or Italian Rivieras are no less for a motor cyclist staying in a village along the coast than they are for a millionaire staying in Monte Carlo. The sea is the same. The sun is the same. The sand is as hot and the bathing equally attractive. Leave the casinos strictly alone and your allowance need never be overstrained.

Touring in Holland one evening a few years ago, I rolled into fashionable Scheveningen, near the Hague, only to find that accommodation was expensive beyond my reach. So I rode up the way a few miles to Zandvoort and had no difficulty in finding a room that cost much less than I was prepared to pay. The same applies everywhere. If you go to Venice the scheme is to find a billet near Mestre, on the mainland, to ride over that vast bridge, park in the Piazzali Roma and then go on to the Piazza San Marco, in Venice proper, on the waterbus. Be an "outsider"—a village seeker—and you won't go far wrong.

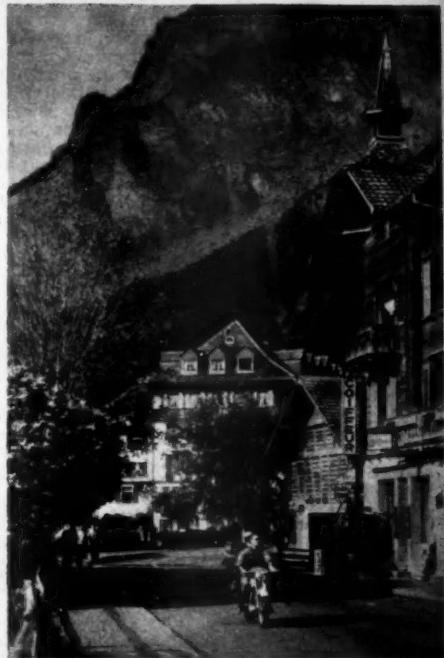
Where to go? The answer, really, is where you will! I have enjoyed myself as much in Holland, Belgium and northern France as I have in Italy or Spain. If you have to count the coppers it may be wise to remember that France is the most expensive country in which to tour. And Switzerland, I would say, runs it a close second. But perhaps the best advice one can pass on to first-timers is this: don't try to overdo it. If you have two weeks forget about Rome and southern Spain. Plan an itinerary that won't tax you or your machine too much. Allow yourself time to relax, to laze, to behave touristwise when you encounter a scene, or a building—or a road-race circuit—that demands close inspection. The best touring article I have ever read was entitled "No Records Were Broken" and it was written by a couple who had not travelled far, but had missed nothing—absolutely nothing—on their route.

In order to go abroad you have to comply with certain formalities. You need a passport—as you know, of course. What you may not know is how much it costs and how you obtain one. A passport costs £1 10s, is valid for five years and may be obtained through one of the passport offices in London, Liverpool or Glasgow, through a labour exchange or a travel agency. You need other things besides. For your machine you are likely to need a vehicle passport—a carnet (or a triptyque) as it is called—and an international insurance certificate. Both can be obtained through the motoring organizations—the A.A. and the R.A.C.—with very little form filling for you. But I do not propose to go into details here. My object in writing this piece has merely been to plant the idea of a continental tour in your mind. If you want to know anything else about the formalities—about any aspect of foreign touring at all—drop a line to the Technical Information Department, *The Motor Cycle*, Dorset House, Stamford Street, London, S.E.1, enclose a stamped, addressed envelope and my colleagues will do all they can to provide the answers.

In later articles, between now and the holiday period, we shall go into matters in greater detail. We shall endeavour to show you how to prise open the continental oyster—to help you all we can to get at the pearl inside with the minimum of fuss and bother.



Above: The embarkation formalities over, a sidecar "crew" adjusts her headgear while her pilot, behind the camera, whispers to himself: "keep to the right!"



Right: A scene amid the mountains and chalets at Kandersteg in the Bernese Oberland

Below: A British couple pause by the terraced banks of the Rhine to speculate on the history of one of the many ancient castles near Bingen





## WOMAN AWHEEL

## Snug as a Bug...

Fond Farewell: Draught Excluding: On Ice

Summer Aim: Another Rider?: Big Sidecars

By Mary Carmichael

**H**EY, nonny, ho for the days that are gone! Alas, my fury helmet has finally gone to ground in the dustbin. Years ago it was my pride and the envy of other riders in frosty weather. I wrote about it in the pages of *The Motor Cycle* and received many requests for the address of the shop where I bought it. It must have been the last of its line, for when I looked into the matter I found that such helmets were, apparently, no longer being made. Today, just before its spiritual Last Post was sounded in the back yard, I shook a shower of moth-loosed fur out and tried it on for the last time. What a sight! Is it possible I ever consented to go out looking such a guy? Yet I remember thinking I looked rather fine in it—in a shaggy, Arctic-explorer sort of way. Today the hat is impossible. Is it fashion that has changed? (I hadn't realized that fashion impinged at all on garments of that kind.) Or is it just my face that is different?

**B**UT what can today's winter motor cyclist do to protect her ears? Shaggy fur around the face is all right for Fuchs and Hillary, but not for the everyday British rider. Besides, when there is frost in the air there is likely to be ice on the roads and the only sensible headgear is a safety helmet. That is, in fact, excellent all-weather wear, providing as it does an admirable layer of air insulation between the head and the outer atmosphere. But I do not know of any safety helmets with fur-lined ear flaps. Maybe they'd look funny if they had. Personally, I think that a girl could get away with wearing fur ear-muffs under her helmet. Would it really matter if it did raise the odd smile? It would be worth it a thousand times to have warm ears. Some of the men in our club have cut down the amount of draught entering between their cheeks and helmet ear flaps by sewing a few thicknesses of chamois leather along the forward edge. Why they don't use short lengths of rubber draught excluder I can't imagine.

**T**HOUGHTS on snow: when it first falls, whirling soft and fluffy on the road, it is fun to be out. You set off at first gingerly, believing that the thin dusting on the road *must* have skid-provoking tendencies, then you gradually speed when you find that grip is hardly reduced at all. When it is an inch or so thick, and compressed and frozen so that you can hardly stand up on it, then it is best left to its own resources! My husband on these occasions produces his annual joke: "Get in the gutter," he says "where you belong!" Skidding of any sort scares me right out of my wits. Colin, on the other hand, swears that he positively enjoys it. But he adds one very important rider. Give him a gallop on snow-covered roads, when he has no particular destination to reach at no particular time—in fact, when he is free to roam the Christmas-card countryside at will, he can be happy as a lark. It is when he has to mingle with other traffic, and be in his or someone else's office by a certain time, that he tends to grumble. Car drivers, in general, in the winter! Their throtle control! The ease with which they get stuck is enough to drive any self-respecting motor cyclist to the nearest railway station!

**L**IKE most women I rarely if ever have a free and unrestricted choice of holiday. The budget has to be balanced. The children have individual wants. Perhaps it is just as well for,

where the yearly 14 days are concerned, I have expensive tastes. The south calls—and when I say the south I mean just that. Swimming in the Channel is for me a spartan pursuit I can well do without. But lead me to the water's edge on an Adriatic coastline and you will see my personal version of the American crawl for hours on end! The best holidays I have ever spent were those of a few years ago, in the early 1950s, when classic road racing was at its peak. We would ride first to Spa for the Belgian Grand Prix and then spend the week between it and the "Dutch" by crossing into Luxembourg and Germany and then travelling by way of Arnhem and Nijmegen to Assen. If you have never included a continental classic road race in your holiday itinerary, you should do so at the first opportunity.

**D**URING this season of the year, I suppose most women motor cyclists, with the optimism so characteristic of their sex, are looking forward to the good weather that will soon be on its way and the good riding it will bring. Personally, I think it is a little too early to be making definite plans for the summer holidays; but it is not too soon to make a little scheme for Easter and another for the first sunny weekend that arrives after the snow. . . . I look forward to months and years of pleasure and fun awheel and, at the same time, cast a contented backward glance at so many years of happy motor cycling. Seriously, I bless the day when I first had the notion of buying an elderly motor cycle for my daily transport. That scheme brought me into touch with Colin—he helped me to choose the machine and taught me to ride. Very soon we were engaged and married. Afterwards we would ride together to the office—we used to work in the same building—through London's frightening multi-lane traffic. Then the children came along and already in our eldest daughter I can see the same pattern beginning again; she is already keen to go on the pillion anywhere, any time either one of us will agree to take her.

**R**FADING of George Wilson's Exeter adventure with photographer Bill Banks in the sidecar made me pause and spend a few minutes remembering the sidecars in my life. Sports sidecars are, indeed, lots of fun. In fact, for a fast journey on good roads when a mound of luggage and a passenger have to be carried, there is surely nothing to beat a fast roadster pulling a modern, open chair. In the ordinary course of events, of course, the saloon sidecar is bound to be the most popular type. The most highly esteemed of all by families is the least beautiful: the tall, wide, long, well-windowed miniature caravan which can hold a crowd of children and an amenable mother. I have never yet met the motor cyclist who was not fascinated by a sidecar like that. Many have made their own and spent the rest of their lives proudly showing them off. A journey in a "double-adult," even if it is necessary to have children swarming all over one, untiringly eating barley sugar and asking questions, is pleasant and comfortable. Ventilation is generally good. The snag is, of course, that such a sidecar has to be pretty weighty. Steering is likely to be heavy; speed uphill or against a headwind is hardly zestful. An outfit of that sort is not for young, sporting couples. But for thousands of family men—and their womenfolk—with querulous brats, it makes a very close approach to the ideal.

30 JANUARY 1958

THE MOTOR CYCLE

1

**K.L.G - the right plug  
for the DUNKLEY scooter**



**K.L.G** *sparkling plugs*  
are fitted as original equipment  
on the new **DUNKLEY** scooter



one of **SMITHS** accessories for better motorcycling

# LIBERO LIBERATI

## 500 c.c. WORLD CHAMPION 1957

# CHOOSE BP SUPER



*Photograph by courtesy of "Motor Cycling"*



### HIS CHAMPIONSHIP SCORE

I.O.M.	T.T.	not riding
DUTCH	T.T.	2 <sup>ND</sup>
GERMAN	Grand Prix	1 <sup>ST</sup>
ULSTER	Grand Prix	1 <sup>ST</sup>
ITALIAN	Grand Prix	1 <sup>ST</sup>

(The French Grand Prix race was cancelled)

### CHAMPION'S CHOICE

For three out of his four championship-qualifying races, those in which he had choice of petrols, Libero Liberati chose BP Super. The fourth (German G.P.) was run on organiser's fuel.

### PROOFS OF SUPREMACY

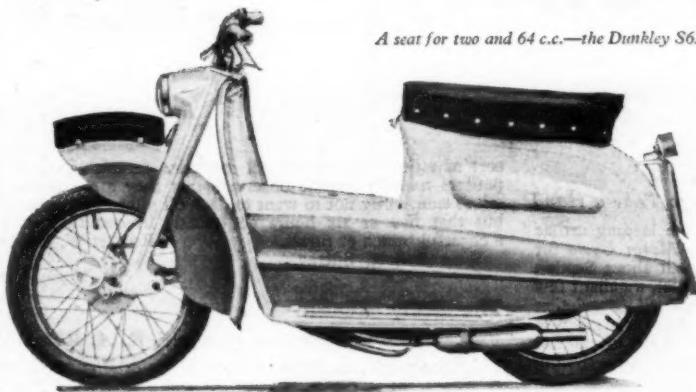
In the supreme tests, at international races, rallies and endurance tests, BP products demonstrate their supreme quality again and again.

THE BP SHIELD IS THE SYMBOL OF  
THE BRITISH PETROLEUM COMPANY LIMITED



# FOUR-STROKE SCOOTER

New 64 c.c. Overhead-valve Model, Selling at Under £100 Including Purchase Tax, Added to the Dunkley Range



A seat for two and 64 c.c.—the Dunkley S65

**I**N spite of the fuel-economy and performance advantages of a four-stroke engine over a two-stroke, scooter manufacturers have hitherto remained almost entirely devoted to the two-stroke for its simplicity and low cost. Now, however, comes the Dunkley S65 lightweight scooter with a 64 c.c. overhead-valve engine and an interesting specification.

Apart from a longer bush for the kick-starter shaft to cope with greater overhang of the pedal, the power unit is identical with that of the Whippet Sports ultralightweight motor cycle described in *The Motor Cycle* for September 26 last. Bore and stroke are respectively 44mm and 42mm and the compression ratio is 7.1 to 1. The lined cylinder barrel and the head are both of light alloy and the transversely located parallel valves are push-rod operated from a gear-driven camshaft behind the cylinder. Power output is claimed to be 2.6 b.h.p. at 5,200 r.p.m. Primary drive to the unit-construction, two-speed gear box is by gears and final drive is by chain; gear control is by left-hand twistgrip. Ignition and lighting current is provided by a Wipac flywheel generator.

The power unit is attached at two points—through vibration-absorbing rubber mountings—to the single-tube frame. To each side of the horizontal run of the tube is welded a bracket to support the bodywork. At the rear is a fabricated pillar which carries the pivot for the rear-suspension fork and forms the upper rear mounting for the engine. A one-gallon fuel tank is bolted to the top of the pillar. On each side of the inclined portion of the frame tube there is a tubular duct for the control and lighting cables.

Of leading-link pattern, the front fork has modern styling. The stanchions are built up from edge-welded steel pressings.

The frontal portion bridging the stanchions above the deeply valanced and sprung mudguard embodies a neat nacelle for the 4in-diameter Wipac headlamp and mountings for the horn and speedometer (an optional extra). The coil springs are concealed within the stanchions.

Below the bridge tube of the rear fork is welded a bracket which carries the abutment for the rear end of a single coil spring which controls the fork movement. The spring is almost entirely enclosed within the end of the frame tube. The rear abutment is adjustable in the arm on the fork to permit alteration of the static-load position to suit weight variations. Tyre size is 2.50×15in and the wire wheels have full-width hubs with 4in-diameter brakes.

The main section of the bodywork, the footboards and the weather-shield are built up as a unit from steel pressings and the structure is hinge-mounted on lateral tubes welded to the steering-head tube. The dual-seat hinges up to reveal the filler cap, and a door on the tunnel gives access to the petrol tap, starting device and plug. Beneath the seat are two wing nuts,

*The o.h.v. engine is fitted with two silencers. First-class accessibility is provided when the hinged bodywork is in the raised position*

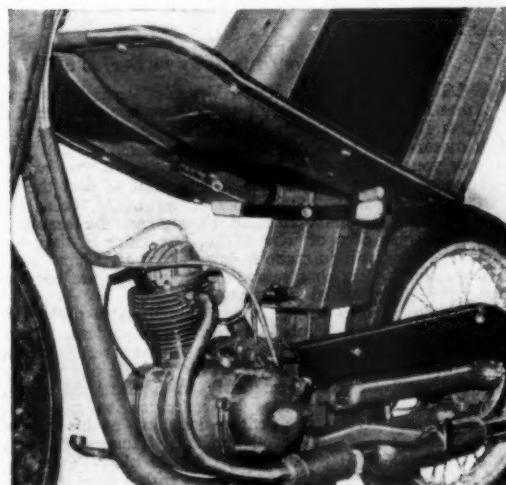
undone to permit the bodywork to be raised, giving full access to the power unit and transmission. The bodywork is held up by a pivoted bar on the front of the fuel tank.

Styling of the bodywork is attractive, particularly in the treatment of the rear end: the lower portions of the sides are slightly bulged to break up the area of paneling and are faired into twin, oval reflectors flanking the rear number plate. On each side, below the seat, is a streamlined blister forming a compartment for tools and oddments and closed by a spring-loaded lid.

Decoration is provided by a long chromium-plated moulding on each side of the body. There is a choice of three two-tone colour schemes: lime and black, cherry red and black, pearl grey and tudor grey. In each case the mudguard valances and the lower portion of the body are in the darker shade.

A short run on a much-used prototype revealed that the little o.h.v. engine has a lively performance, with a cruising speed in the region of 30 m.p.h. The clutch was light and the gear change slick. General handling was good and the springing provided satisfactory wheel movement though, as is often the case with light machines, the action was rather short and sharp.

Makers of the S65 are Dunkley Motors, National Works, Bath Road, Hounslow, Middlesex. The basic price is £79 6s and the total price, inclusive of British purchase tax, is £98 18s 6d.



# Letters to the Editor



## Footpaths and Bridlepaths

*Time for the Younger Members to Take a Hand*

MAY I say how delighted I was to read the leading article entitled "Whose Countryside?" in *The Motor Cycle* for January 16? The sad aspect of all the argument about Section 12 of the Road Traffic Act, 1956, is that, as usual, a gallant few have carried on against the bigotry of the Ramblers' Association and kindred spirits while the realization of the seriousness of the position has only just started to penetrate the fog of exhaust fumes surrounding the remainder of the motor-cycling fraternity.

I cannot help thinking that in spite of all the extra work entailed in getting the necessary permissions, the closer contact with the tenant farmers, landowners and local councils has aided our cause in no small way. We have proved that the average motor cyclist can speak English and is (under the cover of mud) quite a reasonable person who can take no for an answer and be glad to accept alternatives as suggested by the people who matter, i.e., the locals of the area where a trial is to be run. In several cases the alternative routes suggested would have raised howls of protest from competitors as being suicidal.

We have in this area enjoyed the co-operation of all the parties concerned. What is needed now is for some of the younger people—riders in particular—to take the same interest in keeping trials going in the face of the present opposition. The older hands have more and more family and business ties which naturally cut down the time which they can devote to organization.

Finally, a jolt to the committee set up by the A.C.U. to look into the whole position of footpaths seems long overdue.

Sheffield.

PETER A. REYNOLDS.

## Luck in Trials

*Points Basis the Only Way to Decide a Champion*

I WAS rather tickled by Ralph Venables' remark (January 16) that luck shouldn't enter into such an important trial as the "British Experts". Surely luck enters into all sports, particularly motor-cycle trials. It does not matter how well you ride or how you persevere: if luck is not with you, you won't win. Because of that surely the use of one trial to find the British Expert does not mean much, whereas the A.C.U. Trials Drivers' Star system of points collected throughout the season really does give some idea of who is the best rider of the year, for anybody's luck will just about balance out in 12 months. On this basis it is clear that centre championships are not won on luck whereas individual trials may be.

On the subject of characters and humorists in trials, I would certainly agree with Ralph Venables' correspondent. I am sure the majority of riders take their sport far too seriously nowadays. After all, it is only a game! However, there is one very notable exception still competing regularly in national trials, namely, Roy Cope. He can always be relied on to get observers, spectators and fellow competitors laughing at his cracks and carefree manner on observed sections. How much more he must get out of his trials riding than do most of the worried and frustrated "ace" riders. Perhaps with a little more of this

sort of attitude instead of all the grim determination we competitors might persuade observers that they are enjoying themselves sufficiently not to want to dash off after two or three hours, but that five or six hours go quickly in company with such a cheerful bunch of riders.

ROBERT W. GOLLNER.

West Byfleet, Surrey.

## The Baby Austin

*An Owner Disagrees with R. A. Wilson-Jones*

IN what particular respects did not the original Austin Seven conform to the traditional car shape of the day," to quote R. A. Wilson-Jones (January 9)? I have always thought the precocity of the "baby" in its plagiarism of "grown ups" was its most distinguishing feature. In fact, to scale down a running board until it is too narrow for my three-year-old child to stand on strikes me as downright slavishness.

To Mr. Wilson-Jones's statement that "its performance was such that it was constantly overtaken by larger cars" I can give no credence: 45 m.p.h. is still a comfortable cruising speed for one (I think I might almost say "for it," as I believe mine to be the only one left on the road) and 50 m.p.h. was the flat-out speed for many a contemporary car of twice the power.

Cheltenham.

ANTHONY BRUCE.

## Solo Queue Jumping

*Certain Precautions Are Necessary*

WHY all this fuss about so-called solo queue jumping? Surely if, on the proper half of the road, there is enough space alongside a queue of cars to provide passage for a soloist, he has every right to use that space. No reasonable person would expect a car driver approaching a single line of cars halted at a traffic light to tag on to the end of the queue if there was sufficient space for a double line. Why ask a motor cyclist to behave differently?

Obviously the only issue at stake is whether the practice can be adopted without hazard to other road users by inconsiderate behaviour, such as cutting in or interfering with oncoming traffic by riding on the wrong half of the road. It is necessary, however, to be on the lookout for a motorist opening his car door suddenly or for a pedestrian making his way through stationary traffic.

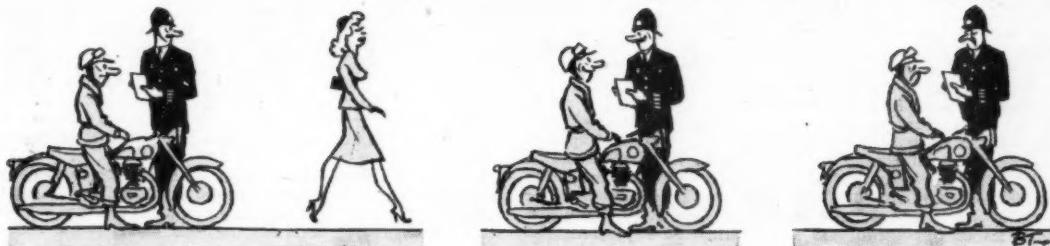
ROY GOODWIN.

London, W.10.

## Magisterial Moods

*The Awful Crime of a Parking Offence*

A FRIEND and I exchange our motor-cycling literature, hence I am a little belated in reading a December issue of *The Motor Cycle*. However, I hope it is never too late to comment on matters that are relevant and important to us users of the humble two-wheeler. To wit, I would like, as E. Floyd (December 12), to air my views regarding magistrates, their moods and subsequent attitude towards petty offences. Hear ye, then, of the crime of the parked motor cycle and the lesson that it taught.



On a Saturday visit to Chesterfield I found a side lane in which dozens of vehicles were parked. I clapped my hands at my good fortune, left my machine among them and went off shopping. Two weeks later there came a bobby to my door: apparently I had been pinched for illegal parking! On the following Saturday I returned to the scene of my crime to look for the forbidding sign. Sure enough, there it was—almost obscured by masses of parked vehicles.

No excuse. Guilty. Fine £2. First offence in seven years of motor cycling. And here is the tit-bit: a noble lord of Sheffield was convicted for speeding in Chesterfield recently. Fine? £2. Moods? Well, indigestion maybe!

Sheffield.

"RWB 954"

### Speeding Offences

#### *Those Who Complain Form a Recurrent Type*

YOUR correspondents who voiced their complaints regarding the enforcement of the 30 m.p.h. speed limit have certainly brought the wrath of many of your less adolescent readers down upon their heads, as was to be expected. M. Hinnitt (December 19) raises an interesting point in commenting on the exotic terms in which these people sign themselves. We have always had our "Red Dommies" and "Space Twins." Ten years ago they signed themselves "90 Plus," "Roadburner," and so on, and I have no doubt older hands will recall even earlier and just as flashy pen names used by this certain type of correspondent who, every now and again, cruises through your pages at a steady 90—the same type, doubtless, who in the club lounge speaks with exaggerated casualness of "clocking a hundred on the by-pass." They don't do any real harm providing one does not take too much notice of them. We must remember that mentally they have not really left the age when, with a high-pitched buzz issuing from their pursed lips, they would charge around the streets with hands gripping an imaginary handlebar.

The most surprising thing about "Red Dommy's" letter (October 31) was the apparently implied admission that he can recognize a patrol car only when it is parked in a prominent position, labelled POLICE back and front and has its complement of peak-hatted officers standing ringing hand bells to draw attention to themselves. I was only once "taken" for speeding. That was in the days when I was naive enough to think that a black car with a radio aerial sticking from the middle of its roof, parked so casually in a side turning just inside the boundary on the approach to a large city, might not be a police car. There has always been a certain amount of healthy rivalry between the average motor cyclist and the forces of law and order, at least so far as the less-serious

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

sections of the Road Traffic Acts are concerned, but while we feel very smug on the occasions when we get away with it we can most of us take our medicine and pay up when we do get nabbed, without feeling the need to write childishly petulant outbursts to our favourite journal.

My concluding remarks may or may not apply to "Red Dommy" and his pal, but I would like to say that the lad who starts his motor-cycling career—at a reasonably responsible age—with the acquisition of an umpteenth-hand two-fifty seems to develop a far more sensible outlook on life and to become a far more valuable member of the fraternity than the spoilt child whose doting father buys him a new super-sports twin before he has quite grown out of his last fairy cycle.

D. CLARK.  
Leeds, 11.

### Double White Lines

#### *Pitfalls Encountered and Overcome in Natal*

WITH reference to the photograph appearing on page 683 in your issue for December 5 last, I am glad to see that the double-line system is being tried extensively in England and sincerely trust that it will eventually be generally adopted. We in Natal have had this system under trial for about 2½ years and find it very good provided that the planners use their heads. I notice from the photograph that the English planners are falling into the same pitfalls that beset us when we first started. For the traffic going in the opposite direction to the vehicles in the photo, the planners have unwittingly given the O.K. to pass on the bend in spite of the limited vision. On



bends such as these, we in Natal started off with a "no overtake" white line on both sides of the broken line but eventually dropped it for the single unbroken line on all bends and places where passing is dangerous from either direction. Great care and foresight has to be used by the planners of this system if motorists are not to be reduced to raving maniacs in a few miles.

When the system was first started in Natal it was given a tryout on the Durban-Maritzburg road and the general opinion was that the paint companies were due to make a fortune if the scheme was to be enlarged. White lines appeared like magic out of nowhere just when one was all set to pass the vehicle in front and passing became a dicey affair. Luckily, after a lot of opposition, the powers that be redesigned the system on the spot and not from plans. The only trouble arising is that it seems to be almost impossible to obliterate an unwanted white line as it keeps on wetting through the covering bitumen and one has to make snap decisions as to whether

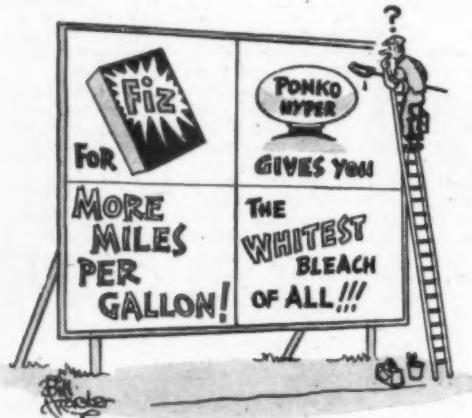
you must beg, borrow or steal a rope or strap, put it around the tyre and tighten it by whatever ingenuity your tool kit allows in order to make the tyre seal itself against the rim.

The possibility of a sudden deflation with a tubeless tyre is far greater than with the conventional type. Instant deflation will occur if a softish tubeless tyre is vigorously cornered and the result could be disastrous. I have known this to happen, although it did not happen to me; I bought a set of tubes before it could.

Certainly I would not wish to see motor cycles equipped with tubeless tyres. My experience with motor cycles is that the conventional tyre and tube is so trouble-free that no improvement is desirable. It is not the tube which is the worry when one is unfortunate enough to get a puncture: it is the chain and all the other awkward accessories which give the headaches. Improve them or invent a quickly detachable wheel à la scooter but please leave the tubes in tyres for the good of all.

Dublin.

JAMES L. CULLEN.



it is an official line or one that has been obliterated. While the system was undergoing trial in Natal, it was sheer murder on the roads when the up-country traffic was about during the holiday season. But now, thank goodness the scheme is in general use throughout the Union and only occasionally one meets the cowboy who couldn't care less. I hope that you will use your influence to ensure that some of the pitfalls are avoided in England.

Unfortunately, you will always find the person who will take a chance, thus the line system has to be as foolproof as possible if no repercussions are to be encountered.

I laugh to myself when I read letters moaning about being caught by speed traps. The law is there for the benefit of all and if a chap wants to take a chance and break it, then he has to face the music. I must admit that I often take liberties with a speed limit when I consider it safe, but I keep a very good weather-eye open for the cops and have been reasonably successful during the last 30 years.

LES W. GRAHAM.

Durban, South Africa.

### Tubeless Tyres

#### *An Enthusiast's Discouraging Experiences*

VICTOR DARMANIN'S plaintive plea for tubeless tyres for motor cycles prompts me to give him some first-hand information. I have had experience with tubeless tyres on my D.K.W. car and it was anything but encouraging. First, the cost is the same as that of a tyre with tube so there is no advantage on that score. Secondly, I found the pressures had to be checked much more often than with conventional tyres and eventually I had to buy tubes to enable me to use the tyres at all. Thirdly the claim that tubeless tyres do not puncture is certainly a myth. Believe me, they do puncture and you have to pay 25s for a repair outfit to mend the puncture. After the puncture has been repaired the next job is to attempt to inflate the tyre. It just won't do to connect up an inflator and work away. No,

### The Highway Code

#### *Should the Straight-ahead Signal be Changed?*

DARE I suggest a change in that venerable document, the Highway Code? Under the section governing signals to point-duty policemen the motor cyclist's signal for straight ahead is suggested as with the left hand raised. Surely it would be preferable to raise the right hand, as in that case the machine could safely be left on tickover while being held at a standstill in first gear on the clutch. This method would ensure movement immediately a come-on signal were given, whereas with the established method gears can be selected only after receiving the come-on signal. Further, I am perfectly sure it is just as safe and convenient to hold the machine with the rear brake instead of the front brake when standing on a gradient.

Leeds, 12.

J. B. WALKER.

### A.C. Generator Equipment

#### *Analytical Comparison with D.C. System*

I CANNOT agree with "Old Fashioned" (January 2) that lower cost is the only advantage of A.C. generator equipment. Comparing A.C. and D.C. arrangements step by step, it seems to me that the A.C. system wins hands down and I base my conclusion on the following analysis. (1) Weight: while I have not proved this, I should think that the weight of the stator, rotor, coil and rectifier of A.C. equipment is appreciably less than that of a magneto, dynamo and A.V.C. unit. (2) Simplification of design: present-day magnetos and generators have reached a high degree of efficiency but to simplify is always a good thing. Also, thinking of the engine unit as a whole, we can dispense with various ancillary transmissions and thus clean up the design. (While on this point of simplicity it might be worth mentioning the wiring harness. I doubt whether there is much to choose between the two systems. "Old Fashioned" failed to mention a little component usually tucked away under the saddle, namely, the voltage-control unit.) (3) Reliability in service: reliability of a component is of greatest importance to a motor cyclist. Bearing in mind that both systems are liable to certain types of electrical failure (e.g., insulation failures in coils) we are left with, in the old-fashioned system, numerous sources of mechanical trouble. For example, oil on the commutator or slip ring, bearing failures, dirty and/or worn contacts in the regulator unit and water in the wrong places at the wrong time. Against that we can have the failure of the rectifier in the A.C. system.

When it comes to electrical components, it seems to me that the moving items cause most trouble, and that the more static electrical gear can be made, the better the service.

Finally, a comment on the two systems in respect of charging the battery. My experience with both systems seems to indicate that the method of charging has little to do with the life of the average motor-cycle battery which is all too short. On my present machine with A.C. generator the battery is certainly not being over-charged; if anything, it is the other way. Furthermore, while the A.V.C. system of charging is a good compromise, I think its use is debatable when employed on a motor cycle.

"NEW FANGLED."

Shawford, Hants.

# On the Four Winds

By "NITOR"

## RADAR TRAPPING

Is speed checking by radar a waste of effort? In my view the answer is a decided yes. Statistics published by the Metropolitan Police in the last annual report put "excessive speed" low on the list of factors responsible for accidents. Indeed, it accounted for less than one per cent. Turning without enough care at road junctions was responsible for 22 per cent; skidding for nearly 10 per cent; overtaking imprudently for over three per cent. As was pointed out in a leading article in last week's issue, radar meters can be used only to trap motorists and motor cyclists travelling singly, when there are no other vehicles about. Is that really worth the candle? Surely the rigid enforcement of the 30 m.p.h. limit—irrespective of the traffic density, road conditions and visibility—is little short of fatuous in these enlightened times. The main trouble in the bigger cities nowadays is not that traffic is too fast, but that it is too slow. The widespread use of radar will achieve nothing worth while. What it will do, however, is create an additional source of friction between the motoring public and the police—and both sides could well do without that.

## WONDERFUL BUS!

It will always continue to surprise me. Use a strange machine for a short while and, no matter how good it seems, your own model assumes new qualities of perfection when you return to it. The other day I took a colleague's model home in the evening and brought it back to the office the next morning. When back on my own machine I felt as though I'd been posted to heaven. The controls (which are not so light as I would like them) seemed light beyond compare. The acceleration seemed dart-like, the brakes magnificent. Yet that other model was superior to mine in many respects. I think that what it all boils down to is that we get our own machines as near to our *personal* liking as we can. And since we all have our little quirks, since we may want something that another man may positively hate, borrowed models are rarely quite so much fun to ride as are our own.

## A 'UMAN 'AIR

On my way home on a twin-carburettor model the other day, one carb began to show signs of flooding. As the engine warmed and its mixture-strength requirement became

weaker, so the symptoms of excessive richness became more pronounced. Eventually only one cylinder would fire on tickover and the pick-up was decidedly fluffy. The next day the offending carburettor was removed for inspection. The float chamber was clean, the float unpunctured and no grit stuck to the nylon needle. So out came the needle seating. And there, before my very eyes . . . ! Yes, a human hair had found its way into the fuel system and lay athwart the seat, with most of its length sticking to the needle-guide bore. If you can tell me how it was prevented from being washed out of place, I'm in the market for the answer!

## HELMET STANDARDS

It is not generally realized that Britain led the world in formulating minimum standards of strength and shock absorption for safety helmets for motor cyclists. After consultation with interested organizations and individuals, the British Standards Institution produced the original B.S.3001 in 1953 and this formed a basis for similar standards in other countries. In response to public demand for greater protection, the Road Research Laboratory got busy and, as a result of the efforts of its boffins, the revised standard emerged in 1956. It, too, has received close study by the experts overseas. I have recently been studying the draft German standard DIN4848 for "roadster" helmets; although naturally there are differences, the basic requirements of energy absorption and impact resistance follow similar lines to our own. So does test procedure. Among the interesting variations are a maximum-weight stipulation of 28 ounces, against our 24 ounces, and a "cold" test temperature of minus 10 degrees C, in comparison with our -2.8 to +2.8 deg C. In general, of course, the German winter is colder than ours and the risk of embrittlement of certain materials is therefore correspondingly greater.

## CAN YOU HELP?

Various notes published on fairing-type windscreens have brought a heart cry from the owner of a Douglas Dragonfly. A cold wight, he is keen to obtain some of the hand protection offered by a screen of faired type but cannot fit one because the Dragonfly headlamp is carried in a forward extension of the tank. Short of his using a hacksaw on that extension I am frankly unable to advise him. I will gladly forward signals in reply to his S.O.S.



Two shots showing a collapsible 49 c.c. scooter, made in four main parts and intended chiefly for use between airfield and town by pilots of light aircraft. It is claimed that dismantling or assembly can be carried out in 65 seconds (further details appear on the news pages)



PROFILE...



PETER STIRLAND

By

Ralph Venables

# Which Way Now? Pete?



Stirland in 1953, on a 197 c.c. James in the Welsh Two-day Trial. He gained a first-class award

**A Schoolboy Chases a Hunt and Reaches a Turning that Leads Him to Fame in the Motor-cycle Sphere**

**V**ISUALIZE a Saturday morning in the autumn of 1947—a clear, crisp, adventurous day with pale sunshine painting the Berkshire landscape. Streaming across the fields an oddly assorted procession comprising a fox, hounds, huntsmen and a car is in full cry. The car is a 1932 Hudson Terraplane, uninsured and with two small boys in sole possession. The driver, who has still to celebrate his 14th birthday, crouches over the wheel. Even younger, the navigator stands upright, gripping the top of the windscreens, his pale blue eyes focused on the speeding fox.

Ditches, banks, ploughed fields, muddy cart-ruts—none holds any terrors for the Terraplane crew. Yet the hunt is drawing away, for barbed-wire fences and other obstacles put the car at a disadvantage. From his elevated position the navigator can spy out the lie of the land. He watches the last horse sail easily over a hedge and the Terraplane is broadsided into a lane which appears to run in the same direction as the hounds. "Faster!" urges the navigator, but the battered old Hudson is suffering agonies from a near-dry radiator and is well down on urge. By the time a junction is reached there is no sight or sound of the hunt. Peering through clouds of Terraplane steam, the driver gives voice. "Which way now, Pete?"

But Pete has left the car and is inspecting a small rectangle of red card. "Turn right," it reads. Can it have any connection with the hunt? Surely not. Farther on is another card—white and bearing the words "Straight On." Pete ponders for a moment, then suggests that it might be some sort of a treasure hunt. As one, the boys are back in the car and away on the trail of the mysterious cards. "Should we have abandoned the hunt?" wonders Peter; "should we have taken that turning?"

From Peter Stirland's point of view these trials direction cards marked a turning point in his life, for soon the boys caught up with a mud-spattered motor cyclist marking the route for a trial the next day. "What's going on?" they wanted to know. "A motor-bike trial? Through the streams? Over

the banks? Up the hills? That sounds like fun!" They were assured that indeed it was—and were invited to go along to watch.

So there was Peter, a complete convert in one easy lesson. He could hardly have realized then that, by the time he was 22, he would be acclaimed as one of the country's foremost trials stars. His successes, especially during last month and this, have been extraordinary, and have included his winning the Southern Experts' Trial, for the fourth successive year, and going on the next day to make best performance in the Hoad Trophies Trial; he was best Army rider in the Talmag Trial; he made best 350 c.c. performance in the Southern Centre Team Trial (losing only one mark more than the winner), and he was a member of the winning team.

From the moment he saw his first trial Peter has lived and breathed motor cycles. On 22 April 1951 he celebrated his 16th birthday and took stock of his financial situation. Eighty pounds in hand—but the new competition James on which he had set his sights was well out of range. Then his father—who has since become known to many followers of motor cycle trials as Uncle Sam—chipped in with £50. What a summer that was! The thrill of collecting the machine, of riding it for a few precautionary weeks in the orchard before venturing on to the road—and then entering his first trial. Did he win? "I didn't even finish!" grins Peter wryly; "the chain kept coming off, everything got clogged with mud, and I retired in a state of miserable exhaustion."

But, undaunted, he entered the Markham Cup Trial and won the novice award. After that, progress was rapid. Great encouragement came from his family (parents, big sister Jo and little brother Sammy). Wins in local trials, around Newbury, Berks, became almost commonplace, and December 1952 found Stirland, then 17, competing in the Southern Experts' Trial at Bordon. He finished 67th, and, indeed, lost 20 marks on the first hill. But the fact of his having qualified was a stimulus, and in the spring of 1953 he really began to take trials seriously. He competed in the Kickham, John Douglas, Cotswoold and other not-too-distant national trials. Bill Lomas, leading light of the James team, was then Peter's idol; nothing delighted him more than to ride in company with Bill and to watch his breathtaking ascents of such hills as Pipley Bottom, Clandown Fosseway and Ashmeads.

As early as 1953 Peter had realized the importance of pitting his skill against really expert opponents. Awards in the national trials were few, but experience was totting up. In May there came the first great adventure—the Scottish Six Days'

Trial, and a proud Stirland went home to Newbury with a first-class award in his suitcase. He prefers mud to rocks, but the "Scottish" is still his favourite trial, and to win it is his burning ambition. In the first half of 1953 he scored five wins—the New Year Trial, Harris Cup Trial, March Hare Trial, Hampshire Rose Trial and Dobroveni Trial. The "Dobroveni" saw his first victory over Gordon Jackson and John Giles, and the prophets began forecasting a great future for the slim, shy, quiet-spoken Newbury lad. In August he paid a visit to Green and had a talk with the James people. Could he borrow a factory model? He could, and, on his first sortie with it—in the National Shropshire Cups Trial—he collected the two-fifty award. More class awards followed, but, in the main, the year ended for Stirland in unspectacular fashion.

Came 1954. Peter rode in the James factory team (along with Bryan Povey and Bill Martin) in every manufacturer-supported trial. His successes were imposing—seven premier awards and as many capacity-class cups. Ninth in the "Scottish," he gained a gold medal in the International Six Days' Trial (the only member of his team to finish), was runner-up in the Perce Simon Trial, winner of the Manville Cup and Southern Experts' trials. For that last event his friend Bob Wilson was clerk of the course, and the trial started within 100 yards of the Stirland garage. "He knew the course," said the grumbler, "he could never have won anywhere else!" How foolish Peter made them look in 1955. And '56. And '57! Four wins in a row, a unique achievement in the solo category of the trial. Last month his win was achieved by a margin of no fewer than 16 marks—and was possibly the most impressive performance in Peter's career.

But back to December, 1954. Overtures were by then being made by both Triumphs and Royal Enfields—and Peter settled for a Royal Enfield because it featured rear springing. So began the partnership with the Brittain brothers—a partnership that is today one of the most powerful trials teams in the country. Three young men, all gifted riders, all as keen as mustard—and

all good for at least another dozen years! Peter soon showed his capabilities on the new machine by taking the 350 c.c. award in the Cotswold Cups Trial. He won four premiers in the next four weeks, was again placed ninth in the "Scottish" and was selected as first reserve for the British teams in the I.S.D.T. The great trial took place in Czechoslovakia and Peter retired with engine trouble.

Stirland had arrived and more—yet 1956 brought considerably fewer successes than had the two previous years. And on March 1 he was called up for national service and embarked on six weeks of basic training at Blandford. It was no mere coincidence that, soon afterwards, he found himself at Bordon and in company with Jeff Smith. Wednesday-afternoon practice sessions soon became an established facet of the Stirland-Smith friendship—and Peter concedes that they did his riding a power of good. But he will dismiss the suggestion that being out every day on a W.D. machine keeps a trials rider in tip-top form. The difference in handling and performance is such, he says, as to do more harm than good.

Peter and Jeff have kept very much together throughout their term of national service. They have ridden as members of the same victorious R.E.M.E. team in the Army Championship Trials of 1956 and '57. Both were promoted to the rank of lance-corporal last year, both were awarded "army colours" (the A.M.C.A. blazer badges) in recognition of their outstanding performances in Army motor cycling—and both were duly thankful to be stationed at an establishment where a sympathetic ear was lent to pleas for "forty-eights" in which to ride in trials or scrambles. Scrambling appeals strongly to Peter; he has won several races in the Southern Centre and intends to devote much more time to the sport when he regains his freedom at the end of next month. His bag for 1957 included four 350 c.c. cups and three premiers. Indeed, he won four major awards in December and continued the good work throughout the first half of January (a total of eight successes in nine weeks).

This winter Stirland has acquired the status of a real ace. Yet he remains modest and undemonstrative almost to a fault. Never was there a quieter hero, never a more diffident expert. In a self-effacing way he will attribute his achievements more to luck than to good judgment, will be apologetic when he beats a good friend and will never lose his temper—either with himself or with an inefficient observer.

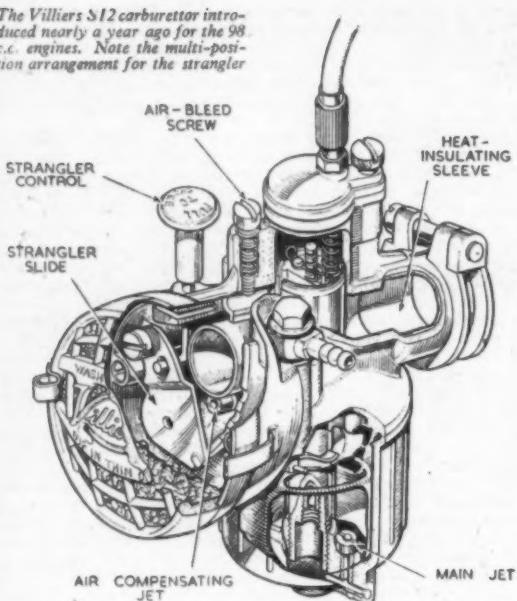
Major disappointments have not been confined to his absence from the 1953 "British Experts" (scarlet fever) and his retirement from the 1955 "International." For he was absent from the '56 "British Experts" (a foot injury) and he had retired in the 1956 I.S.D.T. And there have been other setbacks, too. But Peter Thomas Stirland is young—not yet 23. Now all his thoughts are focused on his demob on February 27. What will he do then? Already he is a partner with the versatile Uncle Sam in a thriving motor cycle business at Hungerford—a business which, though less than a year old, has twice outgrown its original floor space. Peter's popularity should ensure the success of this venture, for although Hungerford is a small town his clientele is culled from an astonishingly wide area.

Peter's ambition to win the Scottish Six Days' Trial was mentioned earlier. To this he bashfully adds an admission that he longs to wear the A.C.U. Trials Drivers' gold star in his buttonhole. Both these ambitions could well be achieved before 1958 is over.



*And here is Stirland on his highly successful 346 c.c. Royal Enfield, in action in the 1958 St. David's Trial. He won the 350 c.c. cup*

The Villiers S12 carburettor introduced nearly a year ago for the 98 c.c. engines. Note the multi-position arrangement for the strangler



THE carburettor is, of course, one of the most important components of a two-stroke engine—perhaps even more important than that of a four-stroke since it has to supply the engine's lubricating oil as well as its fuel. In case that thought should frighten the mechanically unversed, let me say at once that

with a sidecar outfit or on steep hills, nor is a slight out-of-vertical mounting on the inlet stub critical—alignment by eye is quite good enough.

Villiers carburettor tuning is a simple matter because it is rare for any benefit to result from departure from the standard settings. In fact, it can be actu-

ally risky to reduce the main-jet size or lower the needle (unless the needle jet is considerably worn) in an attempt to achieve better fuel consumption. Not only will too weak a mixture promote overheating but the smaller quantity of oil reaching the bearings and cylinder walls might give rise to rapid wear and risk of seizure. A gentle throttle hand is the safest economy measure.

Throttle slides with alternative amounts of cutaway can be obtained from the factory for certain models but are

very rarely necessary. Poor pick-up is far more commonly attributable to an air leak or too weak a pilot-screw setting than to too large a cutaway. It cannot be overstressed that good starting and good behaviour at the bottom end of the throttle range on any two-stroke (even more than on a four-stroke) demand a complete absence of air leaks. The carburettor must be a good fit on its stub and the stub-to-cylinder joint must be sound, as must the joints between cylinder and crankcase and between the halves of the crankcase.

This brings us to the screw controlling the pilot air and hence the slow-running mixture; the screw is common to all carburettors in the Villiers range except those fitted to the 98 c.c. engines. (The Junior instrument employed for many years has no adjustment whereas its successor, the S12, has a different type of screw which will be mentioned shortly.) Located horizontally on the right of the body immediately ahead of the mixing chamber, the pilot screw is of the orthodox screw-in-to-enrich variety.

Starting-off point for screw adjustment is  $1\frac{1}{2}$  turns out from the fully home position. Because of the irregular slow running common to two-strokes, adjustment of the screw is less straightforward than on a four-stroke and one has to seek the best compromise between even firing on the one hand and, on the other, good pick-up and ease of starting from cold. By weakening the setting it is usually possible to obtain a fairly even fast tick-over and freedom from four-stroking on

## Two-stroke Carburettors

ALAN BAKER, B.Sc., A.M.I.Mech.E., Continues His Series with

Tuning and Servicing Hints for Two-stroke Owners

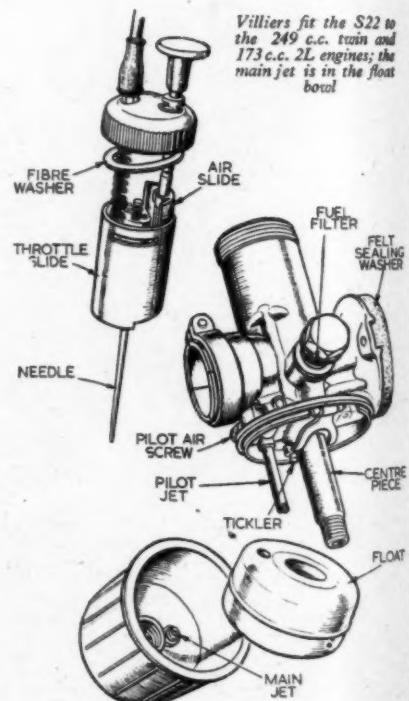
the carburettor is also an extremely reliable device, not given to fits of temperament. Apart from the inevitable but very slow wearing of some of its parts, about the only trouble to which it is even remotely prone on the road is obstruction of the main jet or pilot jet. In a new machine the cause may be silt brought down from the tank by the petrol but the more common agent is oil, the result of inadequate mixing on refuelling.

Almost without exception, the various carburettors fitted to two-strokes in use

are fundamentally similar in that they employ a cut-away throttle slide in conjunction with a taper needle depending in a jet to control the mixture over most of the throttle range. Because of differences in construction, however, it does not necessarily follow that what applies to one type also applies to others.

The most widely used instruments are those employed on the engine-gear units. All Villiers carburettors have a strong family likeness and differ from most other carburettors in that the float chamber is coaxial with the mixing chamber. This feature makes them markedly insensitive to lateral or longitudinal tilting. Thus there is no chance of mixture upset during cornering

Villiers fit the S22 to the 249 c.c. twin and 173 c.c. 2L engines; the main jet is in the float bowl



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light load. However, starting and picking up will then be poor and the engine will tend to die if any attempt is made to make it idle slowly.

In other words, a degree of four-stroking is unavoidable with satisfactory bottom-end carburation. Because of the importance of correct adjustment, Villiers recommend that alterations to the screw setting should not exceed one-eighth of a turn at a time and that the machine should be given a reasonable run on the road—preferably including a cold start—before a second alteration is made. This procedure will avoid undue concentration on tickover at the expense of the other factors mentioned.

On the type S12 carburettor (easily identifiable by its plastic air-filter body) immediately behind the mixing-chamber top is a vertical, spring-loaded screw. It controls the quantity of additional air which is allowed to pass into the hollow throttle slide—and thence into the choke—between closed and one-quarter throttle. Its controlling effect is thus a cross between that of the normal pilot screw and the slide cutaway.

Screwing-in enrichens the mixture but, because the adjustment is relatively coarse, no standard setting is laid down: the recommended drill is to start with the screw right home and raise it progressively until the best setting is found. This is usually with the underside of the screw head about level with the body top edge.

Owing to the type of silencer used on certain machines equipped with the S12 instrument, and the relationship of the air intake to its surroundings, cases have occurred of excessive richness at part throttle (evidenced by high consumption and a tendency to four-stroking). The remedy is to replace the standard jet block and No. 3 needle by a No. 1 block and a No. 2 needle with its clip in the second groove from the top. To change the jet block a special peg spanner is required. If the local service agent cannot help on that count, the factory will make the exchange by return of post.

Although the standard carburettor settings are quoted in the relevant instruction and spares manuals, they are repeated on the next page for easy reference. In the table the engine types in current production are included, also the later 122 c.c. units—of which many are still in use—and the 224 c.c. engine.

It should be noted that the S12 and S22 (the most recently introduced carburettors) have a five-groove needle and the number of the groove for clip location is counted from the top. The other carburettors have the long-established split adjusting screw in the top of the slide: the needle is spring loaded upward against the screw and its projection is measured from the bottom of the slide. If for any reason it is found desirable to alter the needle position it may be necessary to alter the pilot-screw setting also.

Parts most subject to wear on Villiers carburettors are the throttle slide and the needle jet in the centre-piece. However, thanks to the air filter and the lubrication provided by the petrol the rate of wear is low: 10,000 miles for a slide and 20,000 miles for a needle jet are the probable minima. Earlier slides are of

A popular Italian-made carburettor is the Dellorto employed on Lambrettas. The bowl-and-gauze filter is an integral part of the instrument and a starting device provides the necessary enrichment of the mixture for cold starts

gunmetal but the later patterns are of zinc-base alloy which, though soft, is rather brittle, and hence should be handled with care to avoid risk of damage.

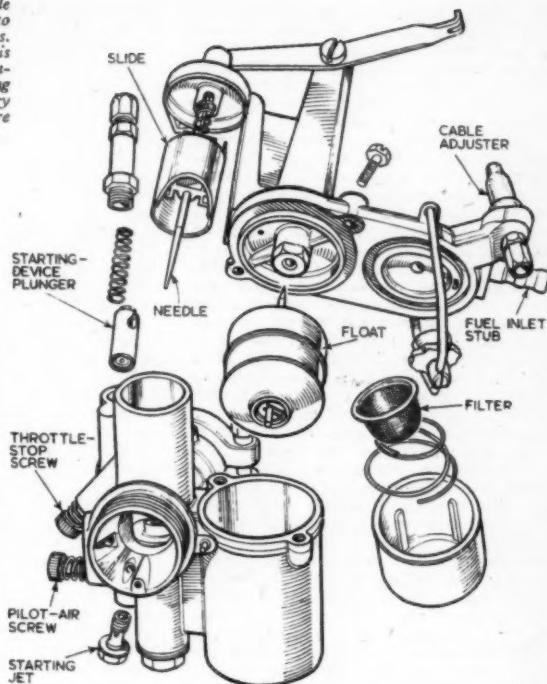
Technique for detaching a slide is to push the slide against the spring in order to lift the cable nipple out of its seat, then, with the nipple pushed sideways to the other side of the slot, to pull on the spring (not the cable); this will bring the cable up the slot and clear of the slide. To fit a new slide to the cable, compress the spring sufficiently to re-enter the cable into the slot—with the nipple on the outside of the slot, of course—then push the slide up the cable until the nipple comes clear of the lower end of the slot.

Air slides are removed and replaced in exactly the same way as throttle slides. Where the air slide is rod operated the processes are simplified by the absence of a spring.

On the Junior carburettor the centre-piece (which incorporates the needle jet and the main jet) is a loose fit in the base of the body and is located by a screw. With the screw fully home the centre-piece should have slight freedom of movement; if it has not, the screw is probably not the correct component and should be replaced. The seating faces of centre-piece and body, also the fibre washer or washers under the centre-piece shoulder, must be undamaged. On this model only, the needle sometimes tends to tilt slightly in the slide with consequent erratic running; the usual cure is to rotate the needle a quarter turn.

The centre-piece of the S19, S24 and S25 instruments is pressed into position and for jet renewal can be removed by the factory or an authorized service agent. On the S22, however, the centre-piece is integral with the body and renewal of the pressed-in jet should be entrusted only to the makers' service department.

On the S19, 24 and 25 carburettors the needle has a floating mounting in the slide, in that its enlarged head rests on a collar against which bears the spring. If the needle is removed, remember that



the recess in the collar should be ungreased, as should the small coil of the spring. The needle should be free to move a little; if it is not, the cause may be a swarf cut from the thread in the slide by the split in the screw. In that event, the screw and needle should be removed and the seating cleaned out.

A surprisingly common cause of spitting and fuel starvation is partial obstruction of the petrol filter in the banjo union at the top of the float chamber. It is as well to check the cleanliness of the filter every month or two. All fuel-union banjo bolts are shouldered under the head. The larger fibre washer should be fitted between the banjo and the float chamber, and the smaller washer between the banjo and the bolt head. Doubtful washers should be renewed. Some banjo bores are of the double-diameter type and in that case the smaller hole locates over the bolt shoulder.

The air filter—whether of the dry or oil-wetted pattern—should be thoroughly cleaned in petrol every 2,000 to 3,000 miles, depending on the dustiness of the conditions. Wet filters will, of course, need rewetting with light oil (SAE20) after being cleaned.

On the S12 and S22 carburetors the float bowl is tightened by hand and the synthetic-rubber O ring is lightly nipped to provide a seal when the bowl and body make metal-to-metal contact. Provided no more than hand pressure is used to tighten the bowl there is no risk of stripping the threads of either the bowl or the centre-piece, though both components are of zinc-base alloy. However, on the Junior, S.19, S24 and S25 a sleeve nut re-

tains the bowl and over-tightening must be avoided or distortion of the body may occur. Another component not to be over-tightened is the banjo bolt—a stripped thread will mean a new body.

The float itself is marked "bottom" to obviate incorrect replacement. Unless the pilot jet—which screws into the body and lies within a sleeve in the float—is nipped up with a screwdriver on replacement it can unscrew itself and fall into the bottom of the float bowl. The result will be difficult (or impossible) starting and no tickover!

After a very large mileage, sufficient wear of the stainless-steel float needle may have occurred to upset the fuel level. The needle can be removed for examination after detaching its operating lever which bears on the float. Removal of the lever is either a matter of pulling out the brass-wire pivot or, with the split-type lever, of pressing the lever inward to get it clear of its pivot. Renew a needle which shows appreciable ridging on the taper.

That popular scooter, the Lambretta, features a Dellorto carburettor. On 123 c.c. models prior to April 1955, starting enrichment was by means of a float tickler and an air slide. The latest models at the one-fifties have a cable-operated starting device alongside the mixing chamber. This device comprises an additional jet and a plunger which in the normal running position covers a port in the choke connecting with the jet. Operation of the lever uncovers the port so that suction is applied to the starter jet, the supply from which augments the pilot-jet feed. A similar device is found on some of the larger Bing instruments.

Difficulty in starting with that type of carburettor is usually caused by partly

opening the throttle, an action which reduces the suction on the starter jet and so weakens the mixture. Because of the richness of the mixture with the device in operation, one should drive straight off from cold if possible rather than let the engine idle while garage doors are closed.

Occasional complaints of pinking arise and the Lambretta service folk have found that in many cases the reason is use of an unsuitable sparking plug, not weak mixture. If a clean Champion L11S fails to cure the trouble, the next size larger jet should be fitted or the needle raised, depending on whether the pinking occurs above 35 m.p.h. or at 30 and below.

Standard setting of the pilot air screw is three-quarters of a turn out and adjustment should not exceed a quarter turn at a time. No force should be used when screwing the adjuster fully home or damage will be done to the hollow end of the tapered portion. For cleaning, the pilot jet is removable with a small screwdriver after detachment of the main and needle jets.

A 72 c.c. main jet was used on models before the Mark III Lambrettas on which a 75 c.c. jet was necessitated by exhaust-port modifications. There are three grooves on the needles and the normal position for the clip is in the middle groove. It is recommended by the factory that the needle should be lowered after 10,000 miles, but there is no need to do so if fuel consumption is satisfactory. Renewal of a slide or needle jet on account of wear is unlikely to be necessary under 20,000 miles.

The float-needle clip is at the bottom of the float. On the post-1955 carburetors the float is of plastic, a material which has proved very satisfactory in terms of resistance to damage and leakage.

Needle-wear rate is very low and renewal is unlikely to be needed between complete engine overhauls. The carburettor is not sensitive to slight tilting, but it is as well to set it with the machine off its stand and the rider seated.

The bowl-type fuel filter is integral with the carburettor. It has an aluminium bowl, so its condition cannot be observed with-

out removal of the bowl. However, the combination of a filter in the tap, ample bowl capacity and a gauze bowl element which cannot fill up with foreign matter means that cleaning is rarely required—at each decoke is a convenient time. In our climate air-filter elements, too, do not become clogged rapidly; unless one indulges in continental touring, therefore, a yearly cleaning in petrol is sufficient.

An obscure little trouble which can occur on the one-fifties and new 123 c.c. models is an air lock in the fuel pipe after it has been renewed. If it happens, you can be pretty sure that the pipe is too long and, instead of running straight from tap to carburettor, droops below the carburettor. An air bubble lurking in the loop will not disperse itself. This bother does not occur on the earlier one-two-threes, which had a different tap through which bubbles could find a path.

Fuel tanks on the Mark III machines have a separate breather and an unvented filler cap. So if you have an older model be careful not to replace its vented cap with one of the latest pattern or your engine will show a peculiar disinclination to keep going.

Another very popular continental machine is the N.S.U. Quickly moped on which carburation is by means of a small and almost ridiculously simple Bing instrument. Apart from the throttle-cable adjuster, used to set the idling, the only adjustment possible is to the needle position because no alternatives for the very accessible main jet, the needle jet and the needle itself are available or necessary. It is most unusual, too, for any alteration from the standard second-groove (of four) needle position to be other than a change for the worse. The needle is carried by a circlip which drops into the counter-bored slide and is secured by the slide-return spring.

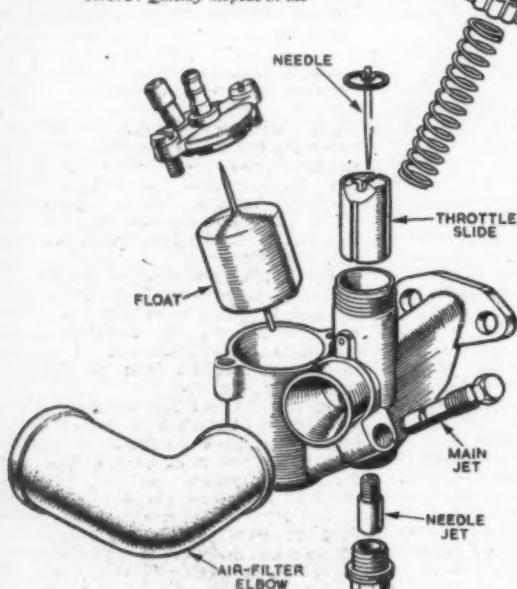
Maintenance is confined to the filters. There are two gauze petrol filters, one above and one below the tap. It is a good idea to remove the tap every few thousand miles in order to clean the upper filter. Should main-jet blockage be encountered from foreign matter which has managed to find its way through the filters, the float chamber should be examined for further dirt; the lid can be detached after undoing the two screws and the float can then be lifted out.

The air filter is carried in the spine member of the frame and can be detached from the left side after undoing the small nut revealed by removal of the flexible elbow from filter to carburettor. Washing in petrol is recommended every 1,200 miles, followed by the usual dipping in light oil and draining off.

#### VILLIERS STANDARD CARBURETTOR SETTINGS

Engine Capacity and Carburettor Type	Slide Cutaway	Needle Type	Needle Groove or Projection	Main Jet
98 c.c.—Junior ...	2½	3½	½ in	Integral 85
98 c.c.—S12 ...	3	3½	3rd	90
122 and 147 c.c.—S19	2½	3½	2½ in	90
148 c.c.—S19 ...	2½	3½	1½ in	90
173 c.c.—S22 ...	2½	3½	4ch	135
197 c.c.—S24 and S25	3	3½	* 1.95in	120
224 c.c.—S25 ...	3	3½	1.90in	120
247 c.c.—S25 ...	3	3½	1.90in	125
249 c.c.—S22 ...	3	3½	3rd	170
* 2.03in for Bond Minicar.				

It would be difficult to envisage a simpler carburettor than the Bing fitted to the many thousands of N.S.U. Quickly mopeds in use.





*Johnny Brittain (346 Royal Enfield) gently eases his machine into the stream at Ringspit, a familiar tit-bit. Brittain lost 30 marks and gained a first-class award.*

## Third Time Lucky

**Twice-postponed National John Douglas Trial a Great Success**

**T**HAWRTED by foot-and-mouth disease in 1956 and again in 1957, the two Bristol clubs were very nearly defeated for a third time in their endeavours to organize the national John Douglas Trophy Trial last weekend. For as late as Thursday the depth of snow was so great in the Bristol area that cancellation of this ill-fated event seemed almost a certainty. Then fortune suddenly smiled. Friday was cloudless, with warm sunshine, and by the time the trial took place on Saturday the snow had vanished. Further, the observed sections were in such prime condition that experienced riders were wondering whether there had ever been a better trial.

Certainly there has never been a better John Douglas Trial. Criticisms were confined to the facts that sidecars were called upon to tackle only six sections and some of the later entries in the solo class had as much as two hours' delay recorded on their cards. One section, indeed, took so long to negotiate that it was cut out after less than half the entry had struggled through.

But these minor shortcomings were more than offset by many superb sections new to the trial which, up to and including 1955, had always been held east of Bristol. Winford was the venue last Saturday and much of the route lay in the Mendip Hills where the Somerset County Council had sanctioned the use of several footpaths and bridleways. There were a dozen main sections in all and the first comprised a group of 10 separate hazards along a stream-bed at East Dundry. Of the 105 strong solo entry only Sammy Miller (497

Ariel) reached the end of this group unpenalized.

The redoubtable Irish road-racer continued in similar style through the next batch of sections at Hasell's Farm; his performance was equalled only by Roy Cope (497 Ariel), Ron Langston (497 Ariel) and Bryan Povey (201 James). By far the most difficult feature of Hasell's was the slippery climb up a bank at the end of a long, muddy, gently ascending lane, yet Johnny Brittain (346 Royal Enfield) dabbed at the bottom and conquered the top.

Brittain made a faultless performance at Wansdyke, another long climb with a sharply rising turn at the finish; there his achievement was matched by none save John Draper (348 B.S.A.), Jeff Smith (499 B.S.A.), George Fisher (224 Greeves) and Brian Martin (348 B.S.A.). Miller, unpenalized until then, footed almost as soon as he entered the section but several riders reached the last few yards before striking trouble.

Not so the sidecar contingent: they were allowed to tackle the hazard in a downhill direction and by far their greatest difficulty was experienced in struggling up the muddy field alongside in order to reach the top of the section.

In less than two miles came Ringspit, an old Kickham Trial favourite with a tortuous path up and down the slippery banks of a stream. On Saturday only five solo riders were clean: Bill Faulkner (197 Francis-Barnett), Martin, Povey (who moved the rocks in the stream-bed before making his attempt), John Brittain and

young Colin Lambert, out for the first time on a 199 c.c. Triumph.

Similarly mounted, Roy Peplow had a single prod when surmounting the worst of the banks, a performance which was later equalled by Tim Gibbes (347 Matchless), Miller and Pat Brittain (346 Royal Enfield). Sidecars were given a simple route at Ringspit but Ken Lewis (499 B.S.A.) successfully negotiated most of the solo section before being called back!

There followed the aptly named Crazy Paving, a mass of slimy rock slabs of such deceptive difficulty that even the Brittain brothers were forced to foot. Half a mile farther on came the special test to decide: then another Kickham section—Uplands.

A magnificent hill with an evil mixture of mud and ice, it defeated all but six solos and two sidecars. The heroes were Draper, Smith, Terence Body (348 B.S.A.), Gordon Jackson (347 A.J.S.), Langston, Peter Stirland (346 Royal Enfield), Arthur Pulman (498 Matchless sc) and Ken Kendall (497 Ariel sc). Bob Collier made a spirited attempt on his buzzing 248 c.c. Adler outfit but Frank Darrieulat lost the sidecar premier when he came up too slowly.

Uplands was the final fling for sidecars but solos had a further six sections. Many became very difficult indeed for later numbers. Yet no one complained at the severity and all were agreed that the new course had been well worth waiting for.

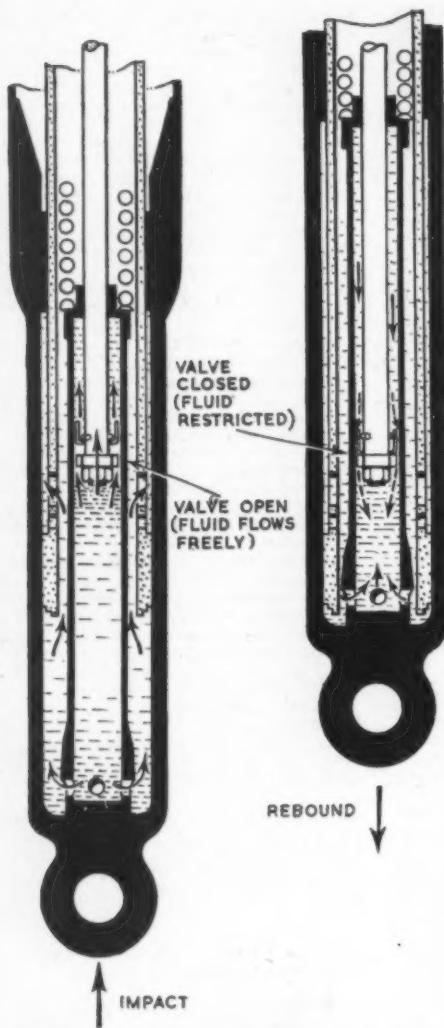
**Best Solo.**—J. V. Smith (499 B.S.A.), 21 marks lost. **Best Sidecar.**—A. Pulman (498 Matchless), 17. 150 e.e.—G. Wheldon (James), 67. 250 e.e.—W. G. R. Faulkner (197 Francis-Barnett), 40. 350 e.e.—G. J. Draper (348 B.S.A.), 28. 500 e.e.—R. J. Langston (Ariel), 27.

**Best Bristol Member and Wessex Centre Resident.**—G. J. Mountstevens (499 B.S.A.), 51. **Best Wessex Centre Club Team.**—Bristol: Mountstevens, M. C. Povey (197 Greeves), M. Harding (497 Ariel), 326.

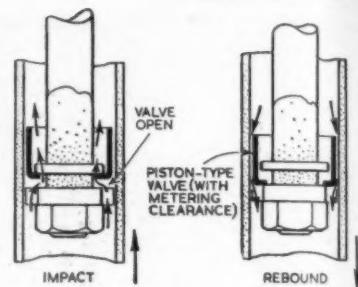
**First-class Awards.**—F. Darrieulat (499 B.S.A.), 18; S. H. Miller (497 Ariel), 27; J. V. Brittain (346 Royal Enfield), 30; P. E. Brittain (346 Royal Enfield), 38; P. F. Stirland (346 Royal Enfield), 40; B. F. Povey (201 James), 41; G. J. Draper (348 B.S.A.), 50; G. J. Mountstevens (499 B.S.A.), 51; R. H. Peplow (199 Triumph), 52; E. King (348 B.S.A.) and S. B. Mann (347 A.J.S.), 55; G. E. Fisher (224 Greeves), 58.

*That famous Midlands enthusiast, Bob Collier, buzzes his Adler outfit on Uplands.*





*Left : The hydraulic damping system of the Norton telescopic front fork showing the direction of oil flow on impact and rebound. Right : Detail views of the piston-type valve in the same fork*



## FOR NEW RIDERS

## PART 9

# Wheel Suspension

shape coil spring acting in compression and anchored at its upper end to the top of the steering column and at its bottom end to the lower of the fork bridge pieces. On the majority of roadsters other than lightweights the fork incorporates friction-type dampers.

The telescopic front fork, with which most modern motor cycles are equipped, made its bow some years before the war—particularly in racing—but did not come into general use until the late 1940s. As its name suggests, the fork consists of two parallel telescopic legs in each of which one tubular member slides inside or outside the other. The upper members are fixed in a

vertical sense, while the lower members—the sliders—move upward under impact transmitted to the front wheel by irregularities in the road surface. Movement of each slider is controlled by a compression coil spring contained within the leg.

As mentioned earlier, the majority of telescopic forks embody hydraulic damping. Why is damping desirable? Attach a weight to a spring balance and watch how oscillations of decreasing magnitude take place before the spring settles to give a steady reading. On the road, suspension springs are subjected to constantly varying degrees of loading and hence some check is needed to damp out the oscillations. Otherwise serious bouncing or pitching would take place which would upset the good handling and steering of the machine, especially on fast, bumpy bends.

So far as hydraulic damping is concerned, the control is achieved by making the spring work against the resistance

afforded by forcing oil through a small aperture. The damping system is usually arranged so that greater resistance is offered when the fork is on rebound, i.e., extending after being compressed by the front wheel hitting a bump.

Let us examine the construction of a modern telescopic fork—just one example—for it must be remembered that detail points vary from one design to another. The main member of each leg is a long steel tube known as the stanchion. Joining the stanchions are two bridge pieces, triangular in plan and, as with the girder fork, placed one above the other. To the lower bridge the stanchions are secured by pinch bolts. A taper fit is employed at the upper bridge and additional security is provided by screwed plugs. The upper part of each stanchion is enclosed by steel shrouds.

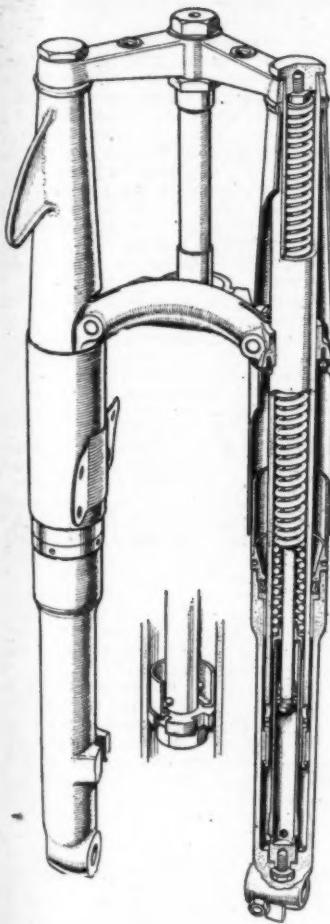
Linking the rear of the bridge pieces is a further steel tube called the steering column. It passes through the steering head and thus attaches the fork to the machine's frame. Running axially down each stanchion is a long steel rod (the piston rod) to the lower end of which is attached the piston of the hydraulic damping mechanism. The upper end of the piston rod screws into the stanchion securing plug at the top of the leg.

The fork sliders are light-alloy tubular forgings which slide over the stanchions. Bearing surfaces are provided by bushes, two to each leg. The upper bushes are of sintered bronze and are pressed into the sliders. The lower bushes are of steel and they abut against a shoulder incorporated near the bottom of each stanchion and are retained by wire circlips.

Screwed to the bottom of each slider is a long tube—the damper cylinder—which continues up inside the stanchion, is closed

In recent years some of the most important developments in motorcycle design have been in the field of wheel springing. Until soon after the war most machines had a girder front fork—a type of suspension affording comparatively small deflection of the wheel—and no springing of the rear wheel. Today, it is the exception rather than the rule for a machine not to incorporate front and rear springing designed to give a wide range of wheel movement and, in many cases, controlled by some form of hydraulic damping.

Essentials of the girder fork are two parallel blades—in most cases of triangulated tubular construction but in some instances of pressed steel—joined by two tubular bridge pieces, one at the top and one about a quarter of the way down. Similar tubular cross members are fixed at top and bottom of the steering column and the fork is coupled thereto by four pivoted links. Springing is by a barrel-



Drawing showing a telescopic front fork—again the Norton—in toto

at the top except for the piston rod passing through, and works in conjunction with the piston. In fact, the piston is an automatic valve and consists of a steel cup which is free to move up and down on its rod for a fraction of an inch. Upward movement is limited by a pin passing diametrically through the rod. Below the cup is a thick, star-shape steel washer. The fork springs are fitted inside the stanchions between the top of the damper cylinder and the stanchion-securing plug.

With the fork in its normal position, the oil (of SAE20 grade) is contained in the sliders. As the fork is compressed the slider forces oil past the star-shape washer. The pressure causes the steel cup to be lifted clear of the washer and the oil flows through an annular space between the cup and the piston rod into the portion of the damper cylinder above the piston. Because in these circumstances the restriction on oil flow is slight, the damping effect is small.

On rebound, oil pressure above the

piston forces the cup hard on to the star-shape washer. The oil can then return to the slider only by way of a very small annular gap between the outside of the cup and the damper cylinder. The flow restriction thus imposed is considerable and hence the damping effect is great.

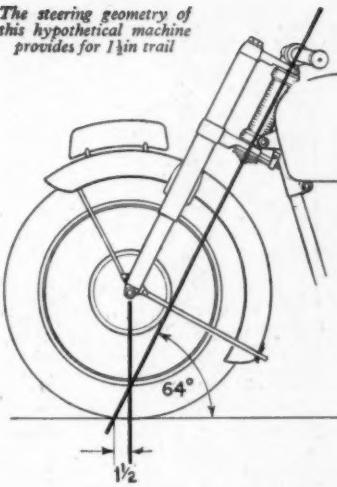
Other types of front fork in modern use are the pivoted, leading-link and trailing-link patterns. Salient features of the pivoted front fork are that the stanchions sweep rearward of the wheel and are linked at their lower ends by a spindle. A forwardly projecting fork which carries the wheel pivots about the spindle. Movement is controlled by a pair of telescopic shock-absorber units (to be discussed in detail later) positioned one on each side of the wheel and attached at the bottom to the fork arms and at the top to the upper part of the stanchions.

In the leading-link front fork the wheel spindle is supported by a pair of short links which at their rearward ends are pivoted to the bottom of the stanchions. Springing is usually by means of coil springs and hydraulic damping may be employed. Essential difference between leading-link and trailing-link forks is that with the latter type the link pivots are forward of the wheel spindle.

Apart from the greater wheel movement possible with telescopic, pivoted and bottom-link front forks as compared with the old girder type, another factor in favour of the modern methods is the reduction in unsprung weight. Generally it may be taken as axiomatic that the lower the ratio of unsprung to sprung weight, the better are the suspension characteristics. With the old pattern the entire girder—a heavy component—and also the front mudguard counted as unsprung weight; in contrast, with a bottom-link arrangement, for example, only the wheel and the links so count.

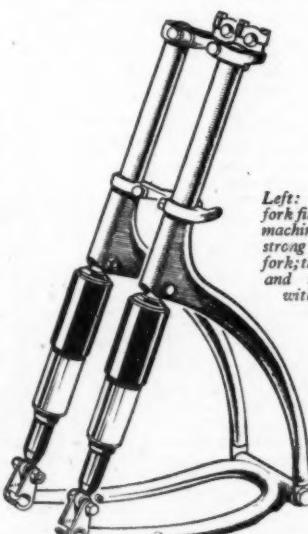
Yet another front-fork consideration is the amount of trail given to the wheel. It is a factor which directly influences the steering characteristics. Trail is the dis-

The steering geometry of this hypothetical machine provides for 1½in trail



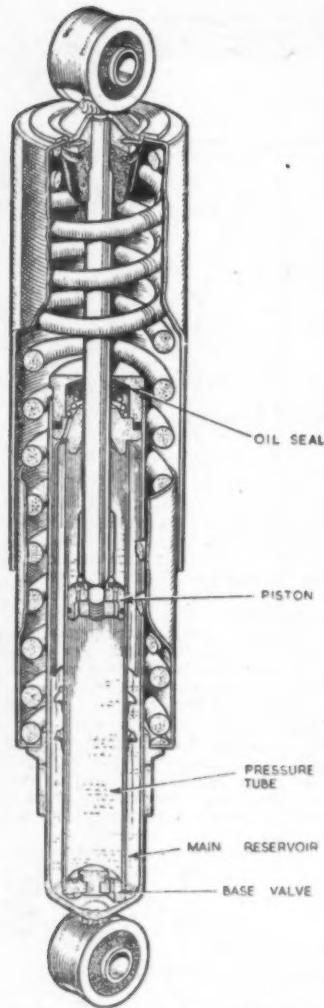
tance, measured at ground level, that a perpendicular from the wheel-spindle centre lies behind a line drawn through the steering-head axis. The greater the trail, the stronger is the self-centring or castor action of the front wheel. The trail employed on most solo motor cycles is between 2½ and 3in. For a sidecar outfit less trail is usually required if the steering is not to be very heavy.

Rear-wheel springing was not widely adopted until after the war. At first several makes of machine were equipped with what is known as plunger-type springing. The principle is that on each side the wheel spindle is carried by a short rearward extension of a plunger working up and down in a cylinder brazed or otherwise attached to the rear end of the frame tubes. Movement is



Left: The pivoted front fork fitted to some D.M.W. machines. Right: An Armstrong leading-link front fork; the hydraulic dampers and springs are housed within the stanchions





Cut-away drawing of a Girling hydraulically damped shock absorber for pivoted-fork front or rear springing

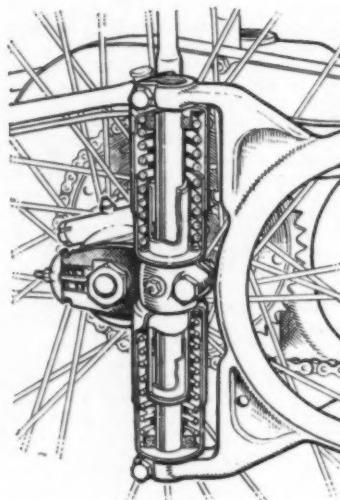
controlled by coil springs above and below the plunger. The upper spring is the stronger to absorb the bump shocks while the lower, weaker spring acts on rebound.

Since, with a plunger system, wheel movement is in a straight line, variations in chain tension are considerable and hence the movement has to be strictly limited. Further, the incorporation of hydraulic damping presents many difficulties. Thus plunger-type rear springing gradually gave place to the now almost universal pivoted-fork arrangement in which the fork is pivoted just behind the gear box. Wheel movement is arcuate, chain-tension variations are minimized and hence the total movement allowed can be appreciably greater than with plunger springing.

In most cases fork movement is con-

trolled by telescopic shock-absorber units incorporating hydraulic damping. The lower ends of the shock absorbers are pivoted to lugs formed on the fork arms just forward of the wheel spindle; the upper ends are pivoted to lugs mounted on rearwardly projecting loops of the frame.

Though proprietary shock absorbers are generally similar in principle there are, of course, detail differences. Here, therefore, it will suffice to describe one make. Main components of the unit are a coil spring and a piston-type damper unit. The lower end of the spring, which surrounds the damper, abuts



A typical pivoted-fork rear-springing layout—in fact, that of the Triumph Tiger Cub

mately half the area of the three holes in the disc.

Operation of the damper is simple. On impact the pressure tube, which is filled with oil, moves upward relative to the piston. The consequent increase in pressure on the underside of the piston disc valve forces it off its seat and oil is allowed to flow freely into the part of the pressure tube above the piston. The upward movement of the pressure tube also causes oil to be displaced through a small hole in the base valve into the main reservoir. Damping effect results from the restriction of oil flow by the base valve.

As the damper extends on rebound the piston moves upward relative to the pressure tube. Oil trapped above the piston is forced through the three partially obscured holes in the piston valve, into the annular groove and thence into the lower part of the pressure tube through the six holes drilled in the piston.

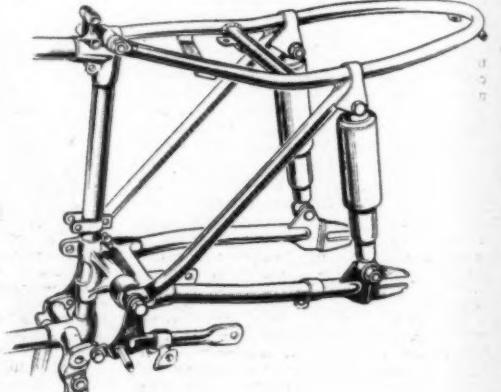
However, when the machine is being ridden over severe bumps and consequently the speed of the rebound action is high, the oil pressure above the piston increases to the extent that the spring-steel disc which partially blanks off the holes in the piston valve is bent away from the valve. The holes are then completely uncovered and correspondingly less resistance is offered to the oil flow. Thus the damping characteristics are automatically suited to the nature of the surface underwheel.

When the piston rises, a depression is created in the lower part of the pressure tube. The depression results in the oil contained in the reservoir pushing the base valve open against its spring and hence the oil flows freely into the pressure tube.

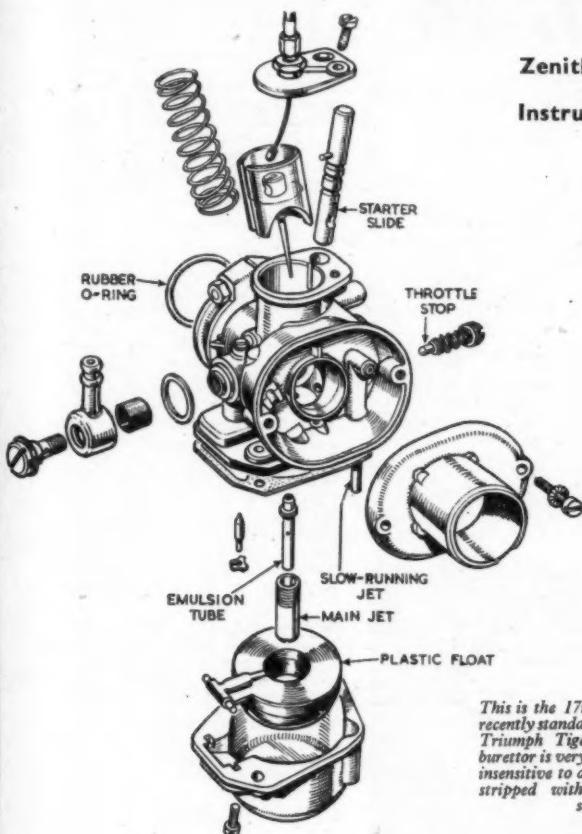
## PART 10

The next instalment in this special series for novice riders will deal chiefly with brakes—with their design and operation—and with hubs and hub bearings

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## New Carburettor



*This is the 17mm-bore instrument recently standardized on the 199.c.c. Triumph Tiger Cub. The carburettor is very compact, relatively insensitive to attitude and may be stripped without disturbing the settings.*

**S**TANDARDIZATION of the Zenith 17MXZ-5 carburettor on the 199 c.c. Triumph Tiger Cub earlier this month marked the appearance of a new name in motor-cycle carburation. The first figure in the designation indicates the bore of the main air passage in millimetres and the model fitted to the Tiger Cub is one of a range of instruments, from 9mm bore upward, designed for moped, scooter and motor-cycle engines.

Previously the Zenith concern has concentrated chiefly on motor-car and industrial carburettors with butterfly throttles, but small models of the new series (which has a roughly cylindrical throttle slide) have been used for some time on various motor mowers. At Triumphs, extensive tests of the 17mm size were carried out on roadster versions of the Tiger Cub and on factory trials models; the new instrument was found to give smooth running, good petrol economy, slow and reliable idling, and a clean pick-up. A notable advantage, especially for competition work, is that carburation is unaffected by wide variations in the attitude of the machine.

One of the aims of the design is foolproof operation and normally there is only one adjustment the rider can make; that is to the throttle stop to regulate idling speed. Thus the carburettor may be dismantled for cleaning (using only a screwdriver) and reassembled without fear of any setting having been upset.

Die cast in a zinc-base alloy, the body of the carburettor incorporates the main air passage, bores for the throttle slide and separate starter slide, the fuel inlet and a split clamp for attachment to the inlet stub of the engine; a synthetic-rubber O-ring seals the carburettor to the end of the stub. The base of the body forms the roof of the float chamber, the bowl of which is held to the body by two screws. The joint is sealed by a paper gasket and the chamber is vented to the air intake.

Made of nylon, the hinged float is annular in plan and surrounds the main jet; it is this feature which renders the carburettor relatively insensitive to attitude. Two pivot pegs protruding from the arm of the float engage with recesses in the face of the bowl, and a strip on the arm actuates the needle which regulates the flow of petrol into the bowl. The needle and its seating form a non-detachable unit pressed into the underside of the body. A tubular gauze filter is situated in the fuel inlet banjo bolted to the side of the body. On the smaller models the needle-actuating strip is supported at one end only and the consequent flexibility minimizes the effects of vibration. There is provision in the body casting for a spring-loaded float tickler but a tickler has not been found necessary on the 17mm or smaller models.

The main jet has a bore of 1mm reduced to its calibrated orifice at the base. The

### Zeniths Enter Two-wheeler Field with Range of Instruments for Motor Cycles, Scooters and Mopeds

jet screws into the underside of the body where it surrounds and retains the flanged emulsion tube. An annular space, formed between the tube and the bore of the jet, is fed with air from a passageway from the main intake. A radial hole in the wall of the tube allows air to pass in and mix with petrol from the main jet so that a rich mixture issues from the top of the emulsion tube into the main air passage.

Raised by the twistgrip cable and returned by a coil spring in the usual way, the solid throttle slide is of light alloy and has a taper needle of similar material pressed into the underside. Except at full throttle the needle protrudes into the emulsion tube to regulate mixture strength. The bottom of the slide is milled away at an angle on the intake side. A similar but smaller cutaway at one side engages with the conical end of the throttle stop, screwed into the body at 90 degrees to the throttle axis.

A separate jet is used for starting and slow running; it, too, is screwed into the bottom of the body and is submerged alongside the float. The jet communicates with a horizontal passage which is fed with air also from a calibrated bleed in the air intake. The passage by-passes the throttle and leads to the brass starter slide, where the mixture passes through either the starting or the idling hole (drilled diametrically through the slide) and is then discharged into the induction passage on the engine side of the throttle slide.

The bore for the starter slide is situated alongside that for the throttle and a peg in the slide protrudes through a slot into the upper portion of the throttle bore. Three circumferential grooves are cut in the slide and a spring concealed in the body engages with any of the grooves to locate the slide in the desired position. For a cold start the throttle is closed and the starter slide fully depressed manually. In that position the larger of the two holes in the slide is aligned with the slow-running passage.

At half-throttle the upper edge of the throttle slide abuts the peg so that further throttle opening lifts the starter slide to the second position (at two-thirds throttle). In the second position the larger hole in the starter slide is half masked; this position is suitable for warming up (with the throttle returned to the idling position, of course). Opening the throttle fully raises the starter slide to the third position when the smaller hole (for warm idling) is aligned with the slow-running passage. Irrespective of throttle setting, the starter slide then remains in that position until it is depressed for the next cold start.

On the model fitted to the Tiger Cub a cover on the air intake is shaped to accept the hose from the air filter. Thus only filtered air passes to the float-chamber vent and the air bleeds for the emulsion tube and slow-running passage.

It is hoped to make available conversion kits for earlier Tiger Cubs in the near future. Zenith MXZ series carburettors are at present made in France but manufacture will shortly be transferred to this country. The makers are The Zenith Carburettor Co., Ltd., Honeypot Lane, Stanmore, Middlesex.

## SPORTS NEWS

# The Final Draft

**Streamlining Regulations : T.T. Practice Times : More About**

**B.M.W.s : Lacey Returns : Liberati-Brett Controversy**

**S**INCE the Autumn Congress of the *Fédération Internationale Motocycliste*, the regulations governing streamlining in international racing have been subject to minor, detail alteration. Here, then, is the final draft as received from the F.I.M.

1. There must be no part of the motor cycle other than the front wheel and brake in front of a line drawn vertically through the spindle of the front wheel. The whole of the front wheel, with the exception of the tyre, must be visible from either side.

2. The rim of the rear wheel must be visible from either side for the 180 deg of its circumference behind a line drawn vertically through the spindle. No part of the motor cycle may project to the rear of a line drawn vertically through the rearmost edge of the rim of the rear wheel.

3. No part of the seat or saddle or of any other part of the motor cycle to the rear of the seat or saddle may be more than 90cm (35½in) above ground level when the machine is not loaded.

4. There must be an unobstructed view of the driver, except of his forearms, when he is in his normal driving position, whether he be viewed from either side, from the rear or from above.

5. The minimum width of handlebars (50 cm—10½in), their angle of rotation (20 deg) and their clearance (50mm—2¼in) from any other part of the motor cycle, remain as before. (Details in Article 6 of Appendix B of the International Sporting Code.)

6. It must be possible for a motor cycle, not being loaded, to be inclined to an angle of 50 deg from the vertical without any part of it, other than the tyres, coming in contact with the ground.

7. It is forbidden to use any transparent material to avoid the application of these regulations.

**E**MPHASIS is given by the F.I.M., also, to the minimum weights for riders (or for drivers and passengers of sidecar outfits). Any competitor who, fully dressed, is unable to tip the scales to 60kg (132 lb) will be required to attach ballast to his machine. The ballast must be produced at the weigh-in and will be weighed with the competitor. Weighing may be repeated at the end of a race.

**T**HE proposed Daytona race circuit is at last materializing. The land has been cleared and the course should be ready by March, 1959. It is said that on the outer lap speeds of up to 200 m.p.h. will be possible. An inner "serpentine" is to be laid to simulate a road-race circuit.

**V**ARIOUS detail matters were settled last week when Norman Dixon, chairman of the T.T. sub-committee, and Sam Huggett, A.C.U. secretary, conferred with the I.O.M. Tourist Board committee. Race times were fixed as follows: Monday, June 2, Junior, start at 11 a.m.; Wednesday, June 4, Lightweight 250 c.c., 10 a.m., Lightweight 125 c.c., approximately 12.30 p.m., Sidecar, approximately 3 p.m.; Friday, June 6, Senior,

11 a.m. As compared with the 1957 programme, starting times of the Lightweight 125 c.c. and the Sidecar races have been brought forward 15 and 30 minutes respectively. Junior and Senior races will each be over seven laps of the 37.73-mile Mountain course; all three Wednesday events are scheduled for 10 laps of the 10.79-mile Clypse circuit.

**PRACTISING** starts on Monday, May 26. There will be seven periods on the Mountain course for Juniors and Seniors and three periods on the Clypse circuit for those in the Sidecar and each of the two Lightweight categories. The schedule is: *Mountain Course*.—Every morning (4.45 a.m.) Monday to Friday inclusive; Monday and Tuesday evenings (6.30 p.m.), *Clypse Circuit*.—Wednesday, 6 p.m., Lightweight 125 c.c., 7 p.m., Lightweight 250 c.c., 8 p.m., Sidecar; Friday, 6 p.m., 250 c.c., 7 p.m., 125 c.c., 8



Above: C. W. G. Lacey (see foot of this page). Right: At the opening of the East Surrey branch of the Triumph Owners' Club Dennis Eagle (left), secretary, chats to Allen Dudley-Ward (middle) and Jimmy James, one of the Triumph Owners' most active members



## THE MOTOR CYCLE

p.m., Sidecar; Saturday, 6 p.m., 125 c.c., 7 p.m., 250 c.c., 8 p.m., Sidecar.

**A** MODIFIED version of last year's Golden Jubilee T.T. quiz has been prepared and can be supplied to any clubs or individuals who may be interested. There are 25 questions with the correct (it is hoped!) answers. As the basis of a club social evening the quiz is first-class material since members of the audience can air their knowledge and their answers can be checked. Copies are available free from the public relations officer of the I.O.M. Tourist Board, Charles Fothergill, Howard S. Cotton, Ltd., Bridge Chambers, 171, Queen Victoria Street, London, E.C.4.

**C**ARL HOEPNER, the B.M.W. press chief, has finally scuttled statements published (not in *The Motor Cycle*) during past weeks that Walter Schneider is to be officially supported in this year's classic races. The only true factory entry by B.M.W.s will be Geoff Duke. In the sidecar category Schneider will drive a former factory sidecar outfit which is his own property; he will be at liberty to compete where he chooses and will make his own entries. Other B.M.W. outfits—private entries—likely to be seen at the big-time meetings will be driven by Helmut Fath and Florian Camathias.

**T**HOUGH Johnny Allen's speed of 214.5 m.p.h. may not be recognized by the F.I.M., it is acknowledged the world over as the world's maximum speed record—as the highest speed ever achieved by man on two wheels." So said Allen Dudley-Ward, famous engine tuner and specials constructor, when he opened the new headquarters of the East Surrey branch of the Triumph Owners' Club. The offshoot is the sixth to be formed in the past 12 months and it aims to be chiefly sporting in its activities—to concentrate on road trials and rallies and on the Thruxton Nine-Hour Race. Secretary is Dennis Eagle, 1, Sunbury Lane, Walton on Thames.

**M**IKE HAILWOOD'S series of wins in South Africa mark him down as a youngster to be watched very closely. He shows the right blend of dash and caution and his machines are always carefully prepared by Bill Lacey, the famous record-breaker and Brooklands racing man of the 1920s and 1930s. Mike's two-fifty N.S.U. and three-fifty Norton in S.A. were fettled before being shipped and have been given only normal racing maintenance since. Meanwhile Bill Lacey is carefully grooming three MV Agustas—125, 175 and 203 c.c. machines—for the coming season at home. Various minor internal modifications are being made; the most obvious external change is coil ignition to supersede the Marelli magnetos.

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AFTER an absence from the motor-cycle game for too long, Bill Lacey is back at the suggestion of Stan Hailwood, Mike's father, and, at 57 years of age, is thoroughly enjoying himself. Fundamentally, he says, there is little difference between preparing, for example, a Manx Norton in 1958 and a record-breaking Grindlay-Pepperless-J.A.P. 30 years ago. Bill is an out-and-out craftsman who, like all great tuners, is pretty certain to be able to lift the power curve of any engine simply by careful fitting. His list of achievements is much too long to detail but he remembers two successes with special pride. First, his winning of *The Motor Cycle* Trophy for being the first rider of a 500 c.c. machine to break the classic hour record at over 100 m.p.h. on a British track—that meant Brooklands with its silencer regulations and bumpy surface (to say nothing of the solid-frame machines used in those days). He notched 103.3 miles in August 1928 and beat Bert Denly's record made on a Norton at Montlhéry by 2.72 m.p.h. Secondly, he ranks very high covering over 300 miles in three hours on a 490 c.c. Norton at Montlhéry in 1930 with Wal Phillips, the speedway star, as co-rider. Their average speed was 102.14 or nearly 8 m.p.h. better than the previous record.

LAST Saturday Dickie Dale left on the night ferry to return to Italy and escape the rigours of the English winter. Bill Lomas will follow in that direction probably within a week or so. Neither has made any definite plans for the coming season's racing; the chances are that Dale will be riding (first meeting Imola, Italy, on April 7) but has yet to find suitable machines; Lomas will not compete unless he can fasten on to models somewhat faster than production racers. From Australia comes news that the third Moto-Guzzi teamster, world's 350 c.c. champion Keith Campbell, will be returning to Europe and he, too, of course, faces the problem of suitable machinery.

ROAD racer Jimmy Buchan is quitting free-lance journalism in his home town, Perth, to join the sales staff of George McLean and Co., Ltd., Dundee, one of Scotland's biggest motor-cycle establishments. (George McLean, one-time famous B.S.A. and Douglas competition rider, has never lost his interest in two-wheel sport, though his business commitments are now extremely widespread.) Buchan will continue to race Nortons for Denis Parkinson of Wakefield and, after coasting through the 1957 season, may well produce the form that gave him the Manx Grand Prix double in 1956. Incidentally, Jimmy's father, Jack, an official of the Perth Club and a very experienced motor cyclist, is also joining the McLean staff—on the management side. The new regime begins tomorrow.

NOW that the dust on the reinstatement of Libero Liberati as winner of last year's Belgian Grand Prix is beginning to settle, it is time to note the final effect of the change. Liberati's net points to count for his world's 500 c.c. championship win are 32 instead of 24; Bob McIntyre is second with 20; John Surtees third, 17; Geoff Duke fourth, 10; Jack Brett fifth, 9; Walter Zeller sixth, 8. Apart from the alterations in marking the only reshuffle is that Duke finishes fourth and Brett fifth instead of vice-versa since Brett, relegated to second in the Belgian G.P., loses two marks. No change occurs in the manufacturers' placing with Gilera first, MV Agusta second, Norton third, B.M.W. fourth and Moto-Guzzi fifth, but Norton marks drop from 15 to 13. Another repercussion, of course, is that Britain no longer shares the Bonacossa Trophy of Speed with Italy—which becomes the sole holder. The dilatoriness of the Belgian federation, the F.I.M. and the A.C.U., in notifying the decision to

### For Saturday Afternoon

FOR the benefit of those who will watch Saturday's Television Scramble on their screens, here is the list of riders and their numbers:

1. Tripp Sharp, 498 c.c. Triumph.
2. Bryan Sharp, 498 c.c. Triumph.
3. Don Rickman, 499 c.c. B.S.A.
4. Derek Rickman, 499 c.c. B.S.A.
5. Gordon Winsor, 497 c.c. Ariel.
6. John Tribe, 197 c.c. D.M.W.
7. Al Brotherton, 499 c.c. B.S.A.
8. Bill Penberthy, 348 c.c. B.S.A.
9. Les Smale, 348 c.c. B.S.A.
10. Arthur Harris, 249 c.c. Triumph.
11. Dave Curtis, 498 c.c. Matchless.

12. Thorne Baily, 347 c.c. Ariel.
14. John Draper, 499 c.c. B.S.A.
15. Jeff Smith, 499 c.c. B.S.A.
17. Brian Martin, 499 c.c. B.S.A.
18. Peter Taft, 499 c.c. B.S.A.
19. Jim Sheehan, 497 c.c. Ariel.
20. Ron Langston, 497 c.c. Ariel.
21. Gordon Jackson, 498 c.c. A.J.S.
22. John Giles, 498 c.c. Triumph.

The programme will embrace a car scramble also. Telecast on B.B.C. regions, it will start at 2 p.m. and last for an hour. Organization is by the North Devon Club and the course is at Home Farm, Fremington, near Barnstaple.

allow the Gilera-Liberati appeal and then the delay in making the decision public is inexcusable. Jack Brett and his entrant, Lord Montagu of Beaulieu, could now appeal to the F.I.M. but do not intend doing so. They think it is better that the unhappy sequence of bungling—right from the start when Liberati was allowed to ride a machine on which he was not entered—be forgotten. (Believe it or not, they had not been officially notified as *The Motor Cycle* went to press on Monday!)

AT Tuesdown, near Aldershot, on Sunday, Geoff Ward will be competing in the sidecar class. In all, 12 sidecar outfits have been entered. The solo entries total 60 juniors and 25 seniors. Included among the seniors are Les Archer, the Rickman brothers, Dave Curtis, John Avery, Tony White, Ken Heanes and Brian Leask. The start is at 11 a.m.

WHILE the plans for reviving Donington Park flared and then died, work was proceeding in Italy on the construction of a new autodrome. Situated at Vallelunga, some 20 miles from Rome, the new course will be used for motor-cycle and car racing and a cinder oval, between the main legs, will be used for speedway racing. The lap is short and, in spite of one leg being swept inward so that it forms an additional loop, the full distance is only 1,755 metres—just over a mile. The circuit will never rival Monza. But that it will be a valuable addition to the attractions of the "eternal city" there would appear to be little doubt.

MANX road racer Dennis Christian left the Isle of Man on Monday last week to take up an appointment as workshop manager at the well-known Northampton dealers, Moto Baldet.

Christian's change of residence in no way affects his plans to ride in this year's T.T. Races—probably on A.J.S. and Matchless machines. In the meantime he will be competing in scrambles on a 348 c.c. B.S.A. and a one-nine-seventeen Greeves.

BECAUSE of the bad weather the Mercury (Scarborough) Club's Andrew Sporting Trial to have been held last Sunday was postponed. It will now take place on February 16. Another event to be beaten by the weather was the Vintag Southern Trophy Trial. A new date is being sought.

INTEREST in the activities of the British Sporting Sidecar Association continues to grow and the latest proposal is to start a branch in the East Midland Centre. An inaugural meeting is to be held on Thursday, February 6, at the Central Tavern, Nottingham (adjacent to Huntingdon Street bus station) starting at 8.15 p.m. The leading light is Maurice Cave, 16, York Street, Netherfield, Notts. All sidecar enthusiasts who would like to see a branch develop in the area are welcome.

REGULATIONS are available for the following events: the Knock Club's open Hurst Cup Trial (March 1). Entries close February 15. Secretary is V. Neill, 410, Woodstock Road, Belfast.

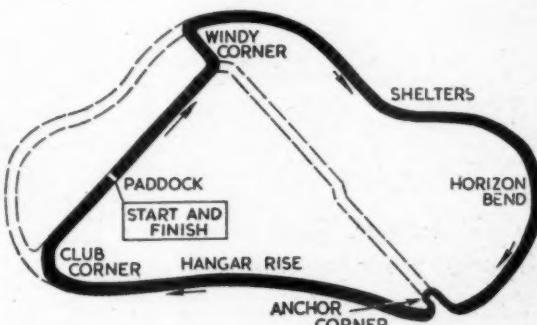
Cumberland County Club's national Alan Trophy Trial (March 2). Entries close February 16. Secretary is L. Binns, 14, Winton Crescent, Harraby, Carlisle.

Minsterley Club's Trade Barons Trial (February 23). The trial is restricted to representatives of the motor, motor-cycle and allied trades on solo machines. The venue is the Old Brickworks, Cruckmeole, Hanwood, Shropshire. Entries accepted up to 9.30 a.m. on the day of the trial. Secretary is D. Garbett, 12, Chapel Street, Shrewsbury, Shropshire.

Ringwood Club's national Hants Grand National (April 4). Entries close March 21. Secretary is H. W. Shutter, Braddan, Arnold Close, Barton-on-Sea, Hants.

Wessex Centre's national Castle Combe Road races (April 26). Entries close April 9. Secretary is V. C. Anstiss, Westgate Buildings, Bath.

*The new Thruxton 2½-mile perimeter circuit which will probably be used for the Southampton Club's Easter road-race meeting. The unused sections of the original course are indicated by the broken line*



## Sidecar Best

### R. Williams (497 Ariel sc) Finds Third Wheel Useful

THE Board Trial organized in the East South Wales Centre by the Mid-Glamorgan Club on Sunday was run over two laps of a much-shortened course in anticipation of an icy weekend. Fortunately the snow and ice had almost disappeared but the thaw made the course amply difficult. The event was won by the former Welsh champion, Tommy Wheeler (497 Ariel), whose accident last Easter had prevented him from riding until this trial. The sidecar premier was won by R. Williams (497 Ariel) who drove so well that, although the sidecars and solos covered almost the same ground, he lost only 33 marks compared with Wheeler's 55.

Mudplug was one of five sections within the confines of a small wood; all five differed greatly in character. On the first lap all the competitors lost at least three marks on Mudplug but next time round Wheeler and D. G. Dulson (497 Ariel) dropped only a single mark each. Then along came A. L. King (346 Royal Enfield) who rode the entire section feet up in masterly fashion.

Within 50 yards there came Heartbreak, a very steep climb over leaf mould into a series of S-bends through shallow gullies containing loose stones, mud and tree stumps. The hazard stopped the entire entry. Even Wheeler, using his best scrambles style, lost six marks on Lap 1. On the second lap the best rider was O. J. Smith (197 James) who lost eight. Williams reached the third subsection before stopping through loss of wheel-grip. The rest of the sidecars failed even before entering the section!

The trial ended with Devil's Gulch which had everything to defeat the whole entry except for Williams whose storming tactics got his outfit through with only a dab.

**Premier Award.**—T. Wheeler (497 Ariel), 55. **Runner-up.**—A. L. King (346 Royal Enfield), 55. **Best Sidecar.**—R. Williams (497 Ariel), 33. **Best Novice.**—R. Rogers (346 Royal Enfield), 102. **Over 250 c.c.**—D. G. Dulson (497 Ariel), 72. **Under 250 c.c.**—O. J. Smith (197 James), 65. **Best Mid-Glamorgan Member.**—J. Galliford (197 Dot), 55. **First-class Awards.**—I. Broughton (197 Greeves), 57. D. A. Salvage (348 B.S.A.), 96.

### Snow and Slush

BEST performance in last Sunday's Dunlop Trophy Trial, organized by the Ashford Club, was made by Gordon Jackson (347 A.J.S.) who lost 21 marks. The 25-mile course was laid out in the Ashford, Kent, area and included 18 observed sections. Weather conditions were foul—snow, slush, fog and rain. However, the course was extremely difficult and the event was enjoyed by all.

**Best Performance.**—G. L. Jackson (347 A.J.S.), 21 marks lost. **250 c.c. Cup.**—J. R. Giles (199 Triumph), 25. **350 c.c. Cup.**—P. Mitchell (Matchless), 27. **500 c.c. Cup.**—G. Beaman (B.S.A.), 36. **Best Novice.**—M. Edwards (347 A.J.S.), 52. **Best Ashford Member on Handicap.**—P. Law (197 James), 80.

**First-class Awards.**—M. Dismore (346 Royal Enfield), 51. E. Usher (347 Matchless), 33. A. Hayward (347 A.J.S.) and S. H. Wicken (347 Matchless), 37. H. Wood (347 A.J.S.), 59. E. Knowles (497 Ariel), 40. N. Flurry (496 Triumph), 42. S. Milton (347 A.J.S.) and C. Holden (197 Greeves), 46. R. Gollmer (490 Norton), 27. M. Waller (347 A.J.S.) and J. Ewen (347 A.J.S.), 48.

### A Rapid Thaw

IN best-ever form, B. Holden (197 Francis-Barnett) covered two laps of a 24-mile course—containing a total of 42 sections—to win the Liverpool Imperial Club's Novex Trial on Sunday with a loss of only 12

marks. He was reckoned one of several possible winners but that he should finish 10 marks ahead of the second man was a surprise. Only one mark separated the second, third and fourth finishers.

The rapid thaw had caused the snow almost to disappear and there was but little ice under the slush. The weather was fine and dry and the competitors found the sections, set out mainly in sandstone quarries, a mixture of steep climbs, rocky nadgery and mud. The trial attracted 62 starters, the circuit was set out in the Parbold-Dalton area and the required 12 m.p.h. average caused little trouble. Non-finishers numbered 10—mainly as the result of machine troubles such as broken footrests.

**Best Performance.**—B. Holden (197 Francis-Barnett), 12 marks lost. **Expert Class Awards.**—J. M. Mitchell (497 Ariel), 22; J. A. Holden (197 Dot), 23; W. E. Sellars (497 Ariel), 23; W. A. Clews (197 James), 24; D. Chadwick (197 Dot), 52; I. C. Shennan (347 A.J.S.), 33.

**Best Novice.**—J. Hopkinson (197 James), 63.

**Hovis Class Award.**—E. Blackburn (197 Dot) and B. W. Harwood (197 Sun), 66; P. J. Gill (197 Francis-Barnett), 67; R. Foster (197 Dot), 68. M. Walmsley (197 James), 69. **Best Liverpool Imperial Member.**—A. F. Robinson (199 Triumph), 50.

### The Ice Broke . . .

RAIN, coupled with the sudden thaw, made the sections extremely slippery in the Leicester Query Club's Amateur Trial held last Sunday. One of the more difficult hazards was Mud Alley in which a sharp right turn led to a muddy bank with a steep drop on each side. At the start of the trial, Gilmarston Pond was icebound, but the ice soon broke up and the section became impassable. Later the hazard was altered.

**Best Performance.**—G. Thom (197 James), 4 marks lost. **Best Sidecar.**—R. E. Cheverton (496 B.S.A.), 46.

**First-class Awards.**—B. P. Kirk (197 Greeves) and C. G. Mitchell (197 Dot), 53; B. J. Needham (197 Francis-Barnett), 55.

### . . . and Melted

THERE was a rather small entry for the Dublin and District Club's Jacob Cup Trial on Saturday and non-starters left a field of only 23 riders. The overnight thaw had taken away all the snow and ice, but left some of the moorland sections very soggy. The course was over three laps of a circuit from Sloggers Hill in the Glenasmole Valley to Piperstown, Featherbed Road, Glassamucky, and Old Moor and Back, with 10 observed sections on each lap. The trial was an experts-barred event.

Cyril Childs (497 Ariel) was performing

**Executive in the U.S.A.: at the 1958 B.S.A.-Ariel service school at Nutley, New Jersey, Edward Turner (left), managing director, B.S.A. Automotive Group, poses with Jeannie Lewis (Miss New Jersey) and T. A. Hodgdon, president of B.S.A. Incorporated**

particularly well, having dropped only nine marks by half-way round the last lap, when he had to retire with wheel-bearing trouble. The winner was George Harris (497 Ariel) who dropped 60 marks and won by 10 from his brother, Willie Harris (348 B.S.A.), so continuing the remarkable run of success of the pair this season.

**Jacob Cup.**—G. C. Harris (497 Ariel), 240 marks. **First-class Awards.**—W. E. Harris (348 B.S.A.), 230; T. J. Hill (197 Dot), 211; L. S. Gill (Matchless), 195; W. B. Scarlett (197 Dot), 189.

### Decimated Entry

THE enthusiastic young Bon Accord Club of Aberdeen ran its first trial of the year on Sunday on high ground overlooking Kinorth. Unfortunately the entry was decimated by the great thaw which set in throughout the snow-bound north.

The course consisted of 12 sections, some of them subdivided, and mainly of the rock and heather variety. In view of the conditions the sections were plotted with some skill and a mixed Army and civilian entry had a fine afternoon's sport. Section II proved to be the crucial one; only the winner, G. Thom (197 James), navigated the moss-covered rocks of the first sub-section on a line which enabled him to deal with a sharp right-hand corner leading to the steep second section.

**Best Performance.**—G. Thom (197 James), 4 marks lost. **Runner-up.**—J. W. Duncan (197 Ariel), 6. **Third best.**—R. Coates (197 Greeves), 10. **Best Army Rider.**—L/C. W. Allerton (547 Matchless), 19.

### Alderman Cowell

FOLLOWING a long illness, Alderman Robert Cowell died at his home in Douglas, Isle of Man, on Tuesday of last week. Mr. Cowell, who was a member of the Manx Bar and also of Douglas town council, was an ardent motor-cycle enthusiast and, in addition to serving as a marshal in the early T.T. Races, was one of the members of the Manx Club responsible for the introduction of the Amateur Road Races, later to become the Manx Grand Prix.

For a long time Mr. Cowell was chairman of the Manx Club and on many occasions acted as clerk of the course for the September races. Probably Mr. Cowell's greatest service to motor-cycle sport was that in 1922 he was a member of the I.O.M. deputation which persuaded the A.C.U. to continue running the T.T. Races in the face of strong representations from Belgium to hold the races in that country.



## For Aviators

### Novel Collapsible Scooter for Airfield-to-town Transport

A SMALL "collapsible" scooter powered by a 49 c.c. Zündapp two-stroke engine has gone into production by Airstooter, Ltd., 93, Regent Street, London, W.1. Pictures of the novel machine appear on page 141. Designed primarily for carrying dismantled in a light aircraft, for rapid assembly and transport between airfield and town, the scooter can be broken down into its four main components in just over a minute and assembled equally quickly. Total weight is 65 lb. Suspension is by pivoted rear fork and telescopic front fork. Two people can be accommodated on the twin-seat.

The frame is of beam type with a rectangular-section main beam so formed that the rear section telescopes into the forward part and is detachable from it. The complete rear section comprises the member just mentioned, the wheel and rear springing, engine-gear unit and fuel tank, and forms the biggest single component of the four. When the machine is dismantled for stowing, the second-largest unit comprises the forward part of the frame beam, the front fork, wheel and headlamp. The remaining two parts are the dual-seat (together with the rear number plate) and the handlebar which is drawn out of the steering column but remains attached to the engine unit by means of the throttle and clutch cables.

Wheelbase is 41in., overall length 54in., and the height 30in. The basic price is £85 and the total price, including British purchase tax, is £105 5s.

### Velocette Changes

**M**ODIFIED cable harness fitted to 192 c.c. Velocette Valiants now leaving the factory incorporates a spare lead so that an owner can equip his mount with a stop-lamp switch. Ordered with a new machine, the switch costs 11s 6d plus 2s 10d purchase tax (a total of 14s 4d). Ordered separately after a machine has been purchased, a new rear lamp is necessary and the total price is 24s 6d.

A recent change in Valiant and LE specifications is a front-brake plate embodying a turned-over, water-excluding lip. On over-head-valve single-cylinder models the voltage-regulator unit, which for many years has been attached to the dynamo retaining strap, is moved to a more protected position under the seat.

### Special Committee

**W**ITH the object of recommending a simpler and more effective system for the administration of traffic matters in the greater metropolitan area, a special sub-committee has been formed by the Standing Joint Committee of the R.A.C., A.A., and the R.S.A.C. At a meeting recently the S.J.C. stated that the present administrative system was "cumbersome and thoroughly unsatisfactory."

Chairman of the S.J.C. for the current year is Wilfred Andrews, chairman of the R.A.C., who succeeds Lord Teynham, the A.A. chairman.

**A**N extensive display of camping gear and associated equipment that will interest motor cyclists is being staged by Marble Arch Motor Supplies from next Saturday onward at 113-115,



*Velocette innovation—a water excluding lip on the front-brake shoe plate of the Valiant and LE*

Edgware Road, Marble Arch, London, W.2 and Camberwell Green, London, S.E.5. Each branch is open from 9 a.m. to 6 p.m. on weekdays except Thursdays, 9 a.m. to 1 p.m.

**R**EADERS' CORNER—*Instruction Books Wanted*.—W.J.N. (Warrington): for a 1946 16H Norton, J.K. (Bellshill); for a 1947 T35 Douglas. *Experiences Wanted*.—D.B.D. (Surbiton): motor cycling in Turkey, Persia and India.

**N**EXT course of instruction under the R.A.C.-A.C.U. training scheme in the Bristol area will start at 7.30 p.m. on February 18 at the Douglas factory canteen, Kingswood. Details can be obtained from D. Tritton, 94, Durban Road, Patchway, Bristol.

**T**HE next R.A.C.-A.C.U. training course run by the South Leeds M.C. begins on February 19. The course lasts for 10 weeks and there is room for 24 pupils. Further details are obtainable from G. Kershaw, 41, Vesper Lane, Leeds, 5. Since 1954 the club has trained over 130 riders.

**A**SIDECAR club to cater particularly for family men and named Eastern Sidecar Touring Club has been formed at Burwell, Cambridge. The next club night will be at the Fox Inn, Burwell, on February 7, starting at 8 p.m. Full details are obtainable from the secretary, J. Bye, 1, Silver Street, Burwell, Cambridge.

**R**EADERS familiar with the many design novelties, such as the original Bond three-wheeler and the Bond Minibike, introduced by Laurence Bond, may have connected his name with the Bond scooter announced on January 16. In fact, he was not responsible for this particular scooter, which was designed by Sharpe Commercials, makers of the Bond Minicar.

**I**N the north of England and in Scotland, Automobile Association patrols are now carrying food packs for use in emergencies should motor cyclists or motorists be stranded for long periods owing to bad weather. The packs include such items as ham and eggs, steak-and-kidney pie, vegetables, biscuits, cheese, tea and condensed milk as well as a petrol heating unit and cooking utensils.

**L**AST Saturday the "Earls Court comes to Scotland" exhibition staged annually by J. R. Alexander and Sons, Ltd., was opened at the firm's premises in Great Western Road, Glasgow. Ranges of machines from several manufacturers are on view, including sectioned engines and a Manx Norton racer. Film shows take place each evening until the show closes on Saturday next, February 1. Admission is free.

**F**AMOUS riders, including Graham Walker, Harold Daniell, Jock West and Jimmy Simpson, with an intimate knowledge of what went on behind the scenes in racing stables during pre-war years, have promised to attend a quiz and discussion on Friday, February 14, organized by the Wandsworth Club. The gathering will start at 8 p.m. at St. Mary's Hall, Alston Road, Fountain Road, Tooting, London, S.W.17. Ad-

mission is free, and all motor cyclists are welcome. The collection will be in aid of the A.C.U. Benevolent Fund.

**T**HE story of ignition for the internal combustion engine and the development of the sparking plug from 1865 to the present day is told in a coloured film strip entitled "The Spark Plug" issued by Lodge. Information given includes fault diagnosis, servicing and factors which govern obtaining the best possible performance. Comprising 28 frames in 35mm size, the strip is supplied with detailed lecture notes or, if desired, with a long-playing recorded commentary, free on loan by Lodge Plugs, Ltd., Rugby, Warwickshire.

**L**AST summer Harry Stanley and Pat Gregory of the Royal Automobile Club made a car trip to Moscow and back under the Intourist scheme to encourage visitors to the Soviet Union. (Gregory's article appeared in *The Motor Cycle* for August 1.) Their experiences and conclusions are related in "To Russia and Back," an interesting and informative 20-page booklet on sale price 1s (1s 4d including postage) from the R.A.C., Pall Mall, London, S.W.1, and from the Club's county offices.

**A**S its name implies, the booklet *Bed and Breakfast* includes lists of accommodation well suited to the needs of motor cyclists on tour. It covers the south and south-west areas of England and the addresses are collated into sections under county headings. In addition, there are lists of garages, notes on places of historical interest and simple, yet helpful, sketch maps. The latest edition, price 3s 6d, is available from booksellers or direct from the publishers, Herald Advisory Services, 3, Teevan Road, Croydon Surrey. Including postage the price is 3s 1d.

**S**LIGHT increases in price of Craven luggage-carrying equipment become effective today. The new prices are: standard rear carrier, £2 4s; carrier for Triumph Twenty-One, £3 3s; carrier for Lambretta scooter, £3 6s; pannier frame and carrier for Vincent, £6 14s; standard pannier frames, £2 4s 6d; Silver Arrow pannier and carrier set complete (standard size), £11 16s 3d (including British purchase tax); pannier and carrier set (continental size), £14 1s 3d (including p.t.); for Vincent, Lambretta and Triumph Twenty-One, special fittings are necessary for the pannier and carrier sets and prices are slightly higher.

**N**OW operating in London are the Royal Automobile Club's squads for giving assistance in cases of breakdown. They are controlled from headquarters by two-way radio and the Commer vans are equipped with trailers for transporting two-wheelers of any type, sidecar outfits, three-wheelers and very small cars. One of the attractions of the service is that it operates from 6 p.m. to 2 a.m. every night when the majority of garages are closed and, additionally, from 8 a.m. to 6 p.m. on Saturdays and Sundays. The patrol area is bounded roughly by Apex Corner, Harringay, Walthamstow, Catford, Crystal Palace, Tooting and Ealing.

**I**NFORMATION concerning over 4,000 hotels in England, Scotland, Wales and Northern Ireland is given in the 1958 edition of *Hotels and Restaurants in the British Isles* published by the British Travel and Holidays Association. Comprising 360 pages, the book sets out in tabular fashion accommodation charges and the various facilities available at the establishments listed. On the facing pages there are brief notes on the towns in which the hotels are located. Also included are 16 pages of maps of Great Britain and Northern Ireland. Price of the book is 6s and it can be obtained from booksellers or direct from The British Travel and Holidays Association, Queen's House, 64/65, St. James's Street, London, S.W.1, when there is a postage charge of 1s.

**I**N spite of strong representations made against the proposal to build an under-pass at the junction of Kingston By-pass and the Sunbury-Leatherhead road, the Minister of Transport has decided to go ahead with the scheme. Through traffic on the by-pass will flow under the junction and there will be four one-way slip roads for turning traffic. As part of the improvement, dual carriageways will be built to join up with the existing short length of dual carriageways at Woodstock Lane, about 1,000 yards on the Esher side of the junction. The complete scheme will cost about £500,000. The Minister also proposes to provide dual carriageways between the start of the by-pass at Robin Hood Gate and Burlington Road. This development is scheduled to be put in hand in 1958/59.

# CLUB NEWS

**A**LPERTON and Wembley.—January 31: Film show (Swan, Sudbury, 8). February 2: Support scramble (Ace Café, 10.30). **Aven Valley**.—February 5: Business meeting. **Bateley**.—Over 100 members and friends attended the annual dinner and prizegiving held at Wilton Park Café on January 18. Among the speakers was the mayor of Bateley, Councillor H. I. Sykes, who said how much the club could contribute to road safety. The president, L. Cooper, welcomed the many road-racing men present. **Birmingham Lambretta**.—February 5: Club night (The Motordrome, Colebrooke Road, Birmingham, 11). **B.M.W.**.—February 1: New Year party; all riders welcome (Leighton Hall, Leighton Road, West Ealing). **Bow District Garage**.—Secretary: W. P. Miller, 67, Tyndall Road, Leyton, London, E.10. **Braintree**.—Secretary: Mrs. J. Hubbard, 146, South Street, Braintree, Essex. **British Two-Stroke**.—February 1: Annual dinner (Toby Jug, Kingston By-pass, 7). 2, A.G.M. (R.A.C., 83, Pall Mall, London, S.W.1, 3). **Broughton and Bretton**.—January 30: Talk (Phoenix Hotel, 7.30). February 2: Westminster Cup Trial.

**Cornwall Centre**.—Regulations for the February 16 inter-club team trial from B. L. Ellis, 7, Merlin Place, Mousehole, Penzance; entries close February 14. **Croydon**.—February 1: Annual dinner (Red Lion, Coulsdon, 6.30).

**Crawley**.—Guest of honour and chief speaker at the first annual dinner and dance was Angus Herbert. In proposing the toast to the club, which at present is predominantly sporting, he stressed the importance of a strong social section "on which the sporting riders could lean for organizational support." Also among those present were Harold and June Lines; the latter presented the awards. One rather special cup was prominently displayed on the top table. Won by Crawley in the knock-out moto-ball competition held at Addlestone last April, it was carefully placed just in front of George Wilson (*The Motor Cycle*) who had played against Crawley in one of the games!

**C.S.M.A.** (N. London).—A profit of over £44 from last Friday's ball at Whitehall Gardens is to go to the A.C.U. Benevolent Fund. Racing and trials were represented by John Surtees, Michael O'Rourke, Ned Minihan, Frank Wilkins and Kay Saunois. Many spot prizes were presented by manufacturers. About 250 attended.

**Derby Phoenix**.—February 3: Film show (Osbaston Park Hotel, 8). **Derby Scooter**.—February 2: Annual dinner and dance (Grandstand, 8). **Devonport**.—January 31: A.G.M. (H.Q., 8). Over 120 members and friends attended the dinner and dance held at the Continental Hotel on January 17. The president, C. G. Holmes, said that activities during 1957 were successful in alleviating some of the financial strain experienced in the previous year owing to a wet summer and the prevalence of anti-Sunday sport activities. **Dittons**.—January 30: Natter night (Royal Oak, Teddington, 8). February 2: Miniature T.T. (Hampton Court, 10.30). **Dundee and Angus**.—January 30: Film show (H.Q., 7.30). 31: Annual dance (Gray's Rooms, 8). Regulations for the February 16 open trial from J. Anderson, 93, Anstrum Drive, Dundee; entries close February 12.

**East Acton**.—January 31: Dance (White Hart, 8). February 5: Special general meeting (Duke of York, 8). **Etham**.—February 2: Open night. 5: Magazine night (H.Q., 8). **Ford Sports**.—February 2: Treasure hunt (Woodlands Café, 11).

**Glasgow Sporting**.—February 3: Film show (H.Q., 8). **Gloucester and Cotswold**.—February 4: A.G.M. **Grove Park**.—February 2: Country run (Green Man, 11). At the annual dinner and dance, held at the Royal William Hotel, Cranham, the secretary and treasurer, C. C. Salmon, was presented with a travelling clock for his service during the past year.

**Hanwell**.—February 5: Club night at new

H.Q.: The Viaduct, Uxbridge Road, Hanwell. **Ifford**.—February 4: Film show (H.Q., 8). **I.M.T.C.** (London).—February 1 and 2: Rally (Netley House Holiday Fellowship Centre, Gosnall, Surrey).

**Kingston**.—Secretary: K. Mayhew, 17, California Road, New Malden, Surrey. **Kingswood**.—Regulations for the February 16 open-to-Wessex Centre Avery Trophy Trial from R. Harris, 15, Aubrey Mead, Bitton, Bristol.

**L. E. Vole** (London).—January 31: Club night (White Swan, Farrington Street, London, E.C.4, 8). **Lea Bridge**.—February 2: Support Tweseldown scramble (Ace Café, North Circular Road, 9.30). **London Douglas**.—January 31: Conrod night (H.Q., 8). February 2: Treasure hunt (Blue Star, on A4, 11). **London Scooter**.—February 2: Run (Blue Cockatoo, Albert Bridge, Chesea, 9.45). 3: Committee meeting (H.Q., 7.30). **London Touring**.—February 2: Support trial (Fox and Nichols, 10.30).

**Manchester Ace**.—February 2: Yorkshire run (Isheworth's Garage, 10.30). 3: General meeting (H.Q., 7.30). **Manchester Eagle**.—February 2: Llangollen (Parkway, 10.30). **Manchester Lambretta**.—February 3: Supper (H.Q., 8). **Manchester Vagabond**.—February 4: Cheshire lanes (St. Margaret's Church, Altringham, 10.30). **Manchester 17**.—February 2: Mystery run (Hazel Grove, 11). **Mom' Christie**.—February 2: Paley Cup Trial (Woodbine, 10). 5: Committee meeting (Woodbine, 8). **Morgan Three-wheeler** (South-East).—February 1: Social (Adams Arms, Conway Street, London, W.1). 2: Kent tour (Adams Arms, Putney Hill on A21, 12).

**North-Western Centre**.—Secretary: J. R. Greene, Alderley, Brownhill Road, Blackburn, Lancs. **Norwood**.—February 2: Support scramble (Crystal Palace Parade, 9.30). **Notts**.—February 2: Leapool (Arnold, 10). **N.S.U. Works**.—Secretary: J. Carpenter, 34, Westcott Crescent, Hanwell, London, W.7.

**Panther Owners** (Home Counties).—February 2: West Wickham (Ace Café, 9.30). **Plymouth Touring**.—February 2: Monks' House, West Looe (Salathé Ferry, 2). **Potteries Clarion**.—Secretary: R. Colclough, 122, Chaplin Road, Longton.

**Ravenbury**.—February 2: A.G.M. (George, 3). **Ringwood**.—February 3: Club night (Burley, 8). **Rochester, Chatham**.—February 1: Night-navigation rally (Bredhurst Bell, 8). **Royal Enfield Owners** (London).—January 31: Film

## THE MOTOR CYCLE, 30 JANUARY 1958

show and presentation of awards (H.Q., 7.30). **Somerton**.—February 4: Natter night (Red Lion, 8). **South Liverpool**.—February 2: Observers' run (Tunnel, Birkenhead, 10). **Southern Triumph Riders**.—January 31: Natter night (H.Q., 8.30). **Swinton**.—February 1: Annual dinner and dance (Binn's Victoria Restaurant, 6). 4: A.G.M. (H.Q., 8).

**Triumph Owners** (East Surrey).—February 2: Science museum (Regal, Walton, 10). 5: Twenty questions (Club Room, Felix Road, Walton, 8). **Epping Forest**.—Prospective members welcome. Secretary: R. A. C. Higgs, 10, Lodge Close, Lister Gardens, London, N.18. (North London).—January 31: Bring-and-buy sale (H.Q., 7.30). (North Wales and Merseyside).—February 1: Club night; prospective members welcome (Victor Horniman, Queensferry). (North-West London).—February 2: 200-mile tour (E.F.F., 9). 4: Film show (H.Q., 7.30). (West Middlesex).—January 30: Maintenance talk (H.Q.). **Triumph Owners of North West Kent**.—February 4: Slide show (T. S. Narvik, Bromley Common, 8).

**Vagabonds**.—February 2: Windsor Castle (Highway Café, 10.30). 3: Club Night (Bull's Head, Turnford, Herts). **Vincent-H.R.D. Owners** (Coventry).—January 31: Film show (Phantom Coach). (Derby).—January 30: Club night (Osbaston Park Hotel), (Essex).—January 31: Talk by Vic Willoughby (White Hart, Chelmsford, 7.30). (North London).—February 4: Club night (Holmen Road, Kentish Town, 8). (Oxford).—January 31: Club night (Bear and Ragged Staff), (Southampton).—January 30: Club night (Railway Hotel, Millbrook). (Wessex).—February 4: Club night (King's Arms, Bradford on Avon, 7.30). (West London).—February 3: Club night (Ickenham Community Centre, 8). A section is being formed in the north-west. Secretary: Sgt. E. Lake, King's Dragoon Guards, at 11th Hussars (P.A.O.), Hadrian's Camp, Carlisle, Cumberland.

**Watton**.—Tickets, price 10s 6d, for the annual dinner at Queen's Hall on February 7, from M. Dunnell, Drury Lane, Carbrooke. **West Essex**.—February 2: Run (Dick Turpin's Cave, 9.30). 3: Film show (High Beech Village Hall, 8). 5: Dance (Roebuck, Buckhurst Hill, 8).

**West Herts**.—Secretary: L. Berger, 45, Chaulden Terrace, Hemel Hempstead. **Wood Green**.—February 2: Support Paley Cup Trial (Langley Café, Langley, 9.30). **Worthing Eagle**.—January 31: Dinner and dance (Richmond Room, Worthing, 7.15). February 2: Run (Downlands, 2.30).

**Wirral 100**.—Although South Pole conditions reigned outside the Riverside Restaurant, New Brighton, on Friday, inside was warmth and gaiety as 260 members and friends enjoyed the club's annual dinner, dance and prize distribution. In an address of welcome to the guests, Major A. Lewis Jones, the president, commented that no fewer than seven of the club's nine vice-presidents were present. An unusually high proportion of those who had won awards during the year attended in person to receive their trophies from Mrs. Lewis Jones, among them Terry Shepherd, Ray Fay and Ken Barfoot. Dancing continued until 1 a.m. and among other activities of the evening was the first showing of a colour film of the club's 1957 events.

**Wolverhampton**.—The distribution of awards at the club's annual dinner-dance, held on January 20 at the Victoria Hotel, was undertaken by the mayor of Wolverhampton, Alderman Mrs. R. Ilsey, J.P.; she is a keen follower of the sport from the pillion of an Ariel Square Four) and an honorary member of the club. Principal toast of the evening—the club and the sport—was made by Harry Perrey, president of the Midland Centre. In his response the chairman, Jack Davis, while congratulating club captain Johnny Brittain on making best individual performance in the 1957 group-trial series, called for better support from other riders if the main shield was to be captured by Wolverhampton. Present at the function were Dickie Davies of Dunlop, Mike Riley (D.M.W.) and, of course, the president, George Rowley (Nortons). **THE CLUBMAN**

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## IMPORTANT EVENTS

**Saturday, February 1**.—**North Devon**: Television scramble, Home Farm, Fremington, 2 p.m.

**Sunday, February 2**.—**Cardiff**: Trial, junction of Cardiff, Caerphilly and Watford roads, 11 a.m. **Camborne Redruth**: Trial, Trethowen's Café, Scorrier, on A30, 1.30 p.m. **Exmoor**: Tseborough Trial, Valiant Soldier, Roadwater, noon. **North Hants**: Scramble, Tweseldown Race Course, Crookham, near Aldershot, 11 a.m. **Langley**: Wood Green Club's Paley Cup Trial, Langley Café, three miles north of Codicote on A600, 10.30 a.m. **Royston**: Centaur Trial, Flint Cross Café, on A505, 11 a.m. **Petersfield**: Trial, Blue Anchor Inn, Ramshill, on A3, 11.30 a.m. **Frome Valley**: Trial, R.E.M.E. workshops, north end of Bovington Camp, 11.30 a.m. **Scarborough**: Abbott Trophy Trial, Mount Hairpin, Oliver's Mount circuit, 10.20 a.m. **Brantham**: Trial, Buck's Horns, Cattawade, noon.

**Saturday, February 8**.—**Worcestershire**: Sunbac's national Colmore Cup Trial, Broadway, 9 a.m.

**Sunday, February 9**.—**Beverley**: Trial, Catwick, Leven, 10.30 a.m. **Bude**: Trial, Sam Edwards' Garage, 1 p.m. **Cheltenham**: Trial, Fosston's Ash Inn, on Birdlip-Stroud road, 10.30 a.m. **Mendip Vale**: Trial, Lower Farm, Charterhouse on Mendip, two miles from Shiphay on the Cheddar road, 10.30 a.m. **Mortimer**: Trial, Turner's Arms, 11 a.m. **Ringwood**: Committee Cup Trial, Southampton Road Garage, Fordingbridge, 10 a.m. **Oxford**: Trial, Shipton Café, on Banbury Road, 10.30 a.m. **Ware**: Trial, Beaman's Garage, High Cross, on A10, 11 a.m. **South Devon**: Knill Trophy Trial, White Hart Hotel, Buckfastleigh, 11.30 a.m.

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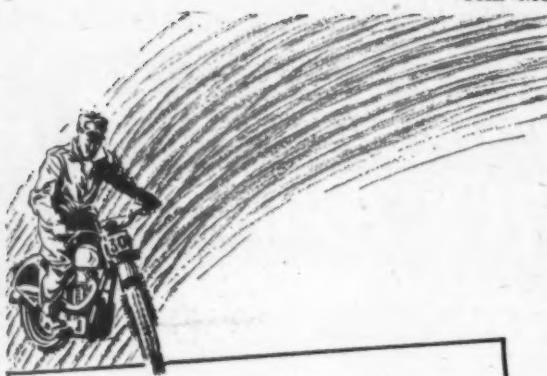
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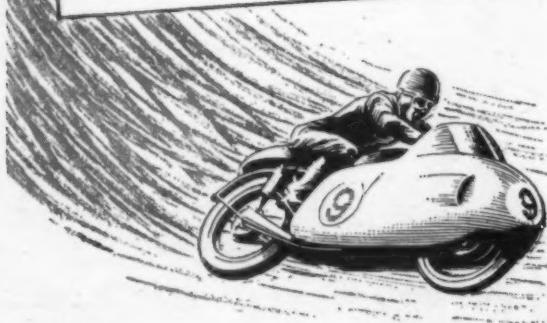
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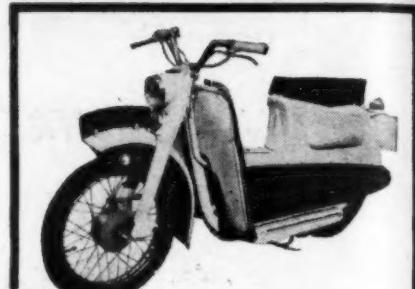


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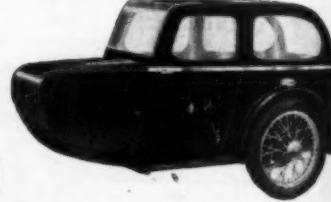
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# THE MOTOR CYCLE

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#### ADLER

**R & C AUTOCARS**, Ltd., 96, Park Lane, W.1. Grosvenor 6968. SOLE concessionaires for Adler motor cycles, scooters and mopeds, immediate delivery. Junior model with 12-volt starter and luggage carrier; £165.1/3 incl. [C1073/R]

**COMERFORDS** for Adler from stock—Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531. [C1006]

**A.D.LERS.**—All models for immediate delivery: spares & service, etc.—Avon Autos, 165, Uxbridge Rd., Hanwell, W.7. Tel. Ealing 4327. [C0051/R]

#### A.J.S.

**A.J.S. MOTOR CYCLES**, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [C1017/R]

#### KING'S OF OXFORD

**1958** A.J.S. models, you'll get the deal of deals at King's, easiest friendly terms; immediate delivery, 10 mins. visit, 24 hours post, any motor cycle, three-wheeler or car in part exchange; write or call now, remember there's a really national service behind you at

**KING'S OF OXFORD**, New Rd., Oxford. [C1717]

**COMERFORDS**,—£98! 1954 A.J.S. 350cc. nice condition.—Portsmouth Rd., Thames Ditton. [C1006]

**1956** A.J.S. 350cc, 14,000 mls.; £150; exchange car or van.—Silcox, R.N. College, Dartmouth. [C1017/R]

**WEITHE & MARTIN** for your new A.J.S., part exchanges; p.h.—13, Ashfield Parade, Southgate, N.W.10. Tel. 1035. [C1152/R]

**BOB KEELER**, Ltd., offer all A.J.S. models for immediate delivery, top prices for part exchanges.—125-131, Ealing Rd., Wembley 2150. [C1019/R]

**SLOCOMBES OF NEASDEN!!!** for your new A.J.S.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**WHITBYS OF ACTON**—New models in stock, exchanges, p.h., spares.—265/273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Sales). [C1126/R]

#### A.J.S. WANTED

**GEORGE CLARKE** pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

**ROWLAND SMITH'S**, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

#### A.J.S. SPARE PARTS

**CLAUDE RYE**, Ltd., A.J.S. specialists—Spares: 895, 921, Fulham Rd., S.W.6. Renewal 6174. [S1105/R]

**KEYS OF EALING**, Ltd., A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—6-10, Bond St., Ealing, W.5. Tel. 2387. [C1027]

**HOE STREET GARAGE**, Ltd.—Genuine A.J.S. spares; c'tner, c.o.d. trade.—414, Hoe St., W'istol, E.17. Tel. Cop. 1710. [C1027]

**GUS KUHN**—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 6000 and 9435. Prompt c.o.d. by return service. [C1033/R]

**ELITE MOTORS (TOOTING)**, Ltd., 951-961, Garret Lane, Tooting Broadway, S.W.17. Balham 2100.—Van range of A.J.S. spares. Call or send C.O.D. [C1169/R]

**PUNTY AUTOS**—Genuine spares for post-war models; also genuine Burman gear box spares. 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R]

**RAPID MOTORS**—100% Matchless and A.J.S. terrier stocks; exchange service for clutch plates, brake shoes, forks, tanks, gear boxes and cylinder barrels; immediate c.o.d.—70, Godstow Rd., Whyteleafe, Surrey. Uplands 0695; and 269, Haydon's Rd., Wimbledon, Croydon 3202. [S1162/R]

**GODFREYS**, Ltd., 1-2, Judd St., London, spares stockists, c.o.d.—226-234, London Rd., Croydon, Croydon 3-208-210, Gt. Portland St., W.1. Grosvenor 4244; Bonford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barking Rd., E. Ham. Gra. 8088; 94-96, High Rd., Tottenham, Sta. 5656. [S1052/R]

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**PRIDE & CLARKE**, Ltd., main agents; immediate delivery of all makes of motor cycles, streamlined, 3- and 4-wheeled, 125cc. up; 1/3 deposit secures balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Bri. 6251. [C1098/R]

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and 24 MONTHS  
TO PAY**

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BARGAINS**

**H.P. TERMS**

**1/3rd DEPOSIT**

**PAYMENTS 24  
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**Save £15-250 by selecting your bargain now. Study the following small selection from our huge stocks. Never again values so high or prices so low. The bike you've always wanted is at a price you can afford, with ownership much easier by our terms "pay as you ride a plan." Third party, fire and theft insurance ONLY required, included in terms as you wish.**

**Written guarantee. Every machine marked clearly with its price.**

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	Cash Price
Moylette '55, 49 c.c. Master Moped	£19 10
Moylette '55, 49 c.c. Quickie de Luxe Moped	£25 10
N.M.U. '56, 49 c.c. Quickly de Luxe Moped, 2 speeds	£27 10
Bowes '57, 49 c.c. de Luxe Moped, 2 speeds	£25 10
Binetta '57, 49 c.c. luxury sprung Moped, 2 speeds	£25 10
B.S.A. '57, 70 c.c. "Dandy" Scooterette, preselector	£25 10
H.M.W. '57, 49 c.c. 2-speed Supersport springer	£25 10
Kreider '57, 49 c.c. Luxe Scooter, as new	£25 10
Vespa '56, 125 c.c. de Luxe Scooter	£25 10
D.K.W. '56, 70 c.c. "Hobby" Autogear Scooter	£27 10
Alpino '57, 75 c.c. 2-str. de Luxe Scooter, 3 speeds	£28 10
Parilla '57, 153 c.c. Sports Scooter, 4 speeds	£28 10
Vespa '56, 125 c.c. New World Scooter	£28 10
Lambretta '56, 150 c.c. Super Scooter	£28 10
Zundapp '56, 150 c.c. "Bella" de Luxe Scooter	£28 10
Moby '56, 125 c.c. de Luxe Scooter	£28 10
Lambretta '56, 150 c.c. LD de Luxe Scooter	£28 10
Trotter '57, 125 c.c. de Luxe Scooter, panniers, etc.	£28 10
Dutton '57, 125 c.c. de Luxe Scooter, square wheel	£28 10
Zundapp '55, 200 c.c. Viller's de Luxe Scooter	£28 10
Zundapp '55, 200 c.c. de Luxe Scooter, white	£28 10
Vespa '57, 150 c.c. de Luxe Scooter	£28 10
Diana '56, 200 c.c. de Luxe electric scooter	£28 10
N.S.U. '57, 150 c.c. "Prins" de Luxe Scooter	£28 10
Zundapp '56, 150 c.c. "Bella" elec. scooter, extras	£28 10
Heinkel '56, 150 c.c. luxus Scooter, electric scooter	£28 10
Maine Mobil '56, 200 c.c. Luxury Scooter	£28 10
Trotter '57, 125 c.c. de Luxe Scooter, panniers, etc.	£28 10
Dutton '57, 125 c.c. de Luxe Scooter, square wheel	£28 10
Zundapp '55, 200 c.c. Viller's de Luxe Scooter	£28 10
Zundapp '55, 200 c.c. de Luxe Scooter, white	£28 10
Vespa '57, 150 c.c. de Luxe Scooter	£28 10
Diana '56, 200 c.c. de Luxe electric scooter	£28 10
N.S.U. '57, 150 c.c. "Prins" de Luxe Scooter	£28 10
Zundapp '56, 150 c.c. "Bella" elec. scooter, extras	£28 10
Heinkel '56, 150 c.c. luxus Scooter, electric scooter	£28 10
Maine Mobil '56, 200 c.c. Luxury Scooter	£28 10

**SOLOS**

	Cash Price
B.S.A. '53, 125 c.c. D.1 Bantam, springer	£39 10
Douglas '53, 125 c.c. O.H.V. Mk. 5 Twin, springer	£45 10
Amassador '53, 197 c.c. Villiers de Luxe, springer	£45 10
Triumph '49, 350 c.c. 5-H.P. 5-Twin, telec.	£45 10
B.S.A. '52, 250 c.c. D.1 Bantam, open frame, 4-speed	£45 10
B.S.A. '52, 250 c.c. O.H.V. Mod. C.11 de Luxe, sprg.	£45 10
Indian '56, 250 c.c. S.V. "Brave" telescopics	£45 10
R. Enfield '53, 350 c.c. O.H.V. Model G. teles.	£45 10
B.S.A. '51, 500 c.c. O.H.V. A.7 de Luxe Twin, teles.	£45 10
Velocette '53, 250 c.c. 4-H.P. 4-Speed, teles.	£45 10
Velocette '53, 200 c.c. LE water-cooled Twin, sprg.	£45 10
Triumph '48, 200 c.c. O.H.V. Speed Twin, teles.	£45 10
B.S.A. '53, 250 c.c. O.H.V. C11 de Luxe, springer	£45 10
B.S.A. '55, 150 c.c. Bantam Major, springer	£45 10
Ariel '51, 600 c.c. S.V. VB de Luxe, springer	£45 10
B.S.A. '52 350 c.c. O.H.V. B.31 de Luxe, springer	£45 10

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## PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON SW9

Phone: BRI. 6251 Grams: PRICLARKE, LONDON

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#### AMBASSADOR

**AMBASSADOR**.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Road 3155-5. [0098/R]

**GIFFS OF SOUTH HARROW** for new Ambassadors; terms, exchanges.—568, Northolt Rd. Byron 3034. [C1053/R]

**IMMEDIATE** delivery of Ambassadors.—F. W. Clark. 560-562, London Rd. Thornton Heath. Tel. Thor. 4987. [C1061/R]

**COMERFORDS** for Ambassador 1958 models from stock; good selection of second-hand models available.—Portsmouth Rd., Thames Ditton. [C1006]

#### AMBASSADOR SPARE PARTS

**SPEEDWAY** of ACTON for all Ambassador spares: 24-hour c.o.d.—314, Uxbridge Rd., W.5. Acorn 5031-2. [S1121/R]

#### ARIEL

**A** WHITBYS OF ACTON.—Biggest dealers in the Home Counties for Ariels; immediate delivery, h.p. exchanges.—273, Acton Vale, London, W.5. She. 5355. [C1128/R]

#### KING'S OF OXFORD

**1958** Ariel in stock, immediate delivery; easiest of easy friendly terms; any exchanges, cars, motor cycles, 3-wheelers, etc.; visit and ride away new Ariel 10 minutes or 24 hours by post; the finest deal of all at

**KING'S OF OXFORD**, New Rd., Oxford. [C1171]

**ROWLAND SMITH'S** for Ariel.

**NEW** model in stock.

**1958** Ariel Huntmaster July 1955, 650cc springer combination, matching 2-seater saloon, one careful owner, choice of 2, terms, exchanges.—Rowland Smith, below.

**1958** Ariel, August 1955, 500cc ohv Hunter, swinging arm, dual seat, panniers, one owner, choice of 3 Hunters; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**ARCHER OF ALDERSHOT** for Ariel, etc., spares & service.—Victoria Rd. Tel. 323. [0362/R]

**COMERFORDS**.—£79.10/1! 1948 Ariel 1000cc Square Four, S/A, dual seat

**COMERFORDS** for Ariel, 1,000 machines in stock.—Portsmouth Rd., Thames Ditton, Surrey. [C1006]

**LEANOR MOTORS** for Ariel, terms, exchanges 265, Mare St., Hackney, E.8. Amburst 5153. [C1034]

**NICK LANCASTER** for all Ariels, including Square Four models.—53, Whitegate Drive, Blackpool 2720. [C1048]

**SLOCOMBES OF NEASDEN!!!** for your new Ariel: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**£39.10** 1948 Ariel late 1947 500 ohv VH combination, legshields, gear boxes, fitted 4-point fixing chassis, adult/child 2-seater saloon, good tyres, very good condition; terms, exchanges.—Dilley, 374, Forest Rd., London, E.17. [C1030]

#### ARIEL WANTED

**R** OWLAND SMITH'S, the Ariel buyers.—Hampstead High St., London N.W.3. Ham. 6041. [W1114/R]

**GEORGE CLARKE** pay most for Ariel.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

**QUARE 4**, 1955-6, solo or comb., for cash; consider good Huntmaster.—13, Bromfield, Stanmore, Middx. [T1133]

#### ARIEL SPARE PARTS

**S** A COLES, Ltd., for large stock of post-war Ariel spares.—364-368, High Rd., Leyton, E.10. Tel. TIV. 7711. [S1017/R]

**WRITERS**, Ltd., the largest Ariel spares stockists.—Kennington Cross, London, S.E.11. Reliance 0243. [C1024/R]

**WHITBYS OF ACTON**.—All Ariel, Burman, Amal spares.—263, Acton Vale, London, W.5. She. 6785. [S1128/R]







**WANTED**

- ★ MOTORCYCLES
- ★ COMBINATIONS
- ★ SIDECARS
- ★ CHASSIS

*Any Make,  
Year or Model  
If your Bike is GOOD  
our offer is BETTER*

- ★ HIGHEST QUOTATION  
BY RETURN OR
- ★ REPRESENTATIVE WILL  
CALL
- ★ H.P. ACCOUNTS SETTLED
- ★ FREE COLLECTION  
(LONDON AREA)
- ★ WE PAY CARRIAGE or  
YOUR FARE PAID HOME
- ★ If you sell your machine to us  
WRITE, PHONE, CALL OR

**USE THIS TIME-SAVER!**

I WISH TO SELL MY

19..... C.C.  
Mak..... Model.....  
Condition.....  
For which I must have £.....  
NAME.....  
ADDRESS.....

**PRIDE & CLARKE LTD**  
158 STOCKWELL ROAD, LONDON, SW9  
Phone: BRI 6251 Grams: PRICLARKE, LONDON  
Hours of Business: 9 a.m. to 6 p.m. Weekdays

**B.S.A. WANTED**

GEORGE CLARKE pay most for B.S.A.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]  
LATE C/A combination—10, Westrow Drive, Barking, Essex. [7132]  
SMITH'S, 86, Chalk Farm Rd., N.W.1, want B.S.A.s. Gu. 2767. [0068/R]

**B.S.A. SPARE PARTS**

OWEN BROS.

WE have the largest stocks of B.S.A. spares. EVERY spare including Amal, Wico-Pacy, Lucas and B.S.A. exchange service. NO finer service exists. 24-hour c.o.d. or immediate counter service. OWEN BROS., 19, Battersea Rise, Clapham Junction, S.W.11. Bat. 7816-7. [S1095/R]

B.S.A.

SPECIALISTS on the spot!

COUNTY CYCLE & MOTOR CO., 266, Broad St., Birmingham, 1. Daily factory visit. prompt c.o.d. and complete exchange part service. Mid. 6508. [S1024/R]

WHITBYS.

WHITBYS OF ACTON.

WHITBYS—London's largest B.S.A. agents. Our association with B.S.A. covers over 50 years. WE offer the finest service.

TREMENDOUS stocks of spares available over the counter or c.o.d. Trade supplied—Whitbys of Acton, Ltd., 263, Acton Vale, London, W.3. She. 6785. [S1128/R]

GLANFIELD LAWRENCE.

FOR B.S.A. genuine spares and replacement service; immediate attention to counter and c.o.d. orders. MAKE Glanfield Lawrence your B.S.A. service station.

LONDON (FINCHLEY)—407, High Rd., North Finchley, N.11. Fin. 0091. LONDON (HIGHBURY)—25-32, Highbury Corner, N.5. Nor. 2791. CARDIFF—2-10, City Rd., Cardiff 20531.

BRISTOL—47-53, Bath Rd., Bristol 78001.

PORTRSMOUTH—147-151, Fratton Rd., Portsmouth 74202.

SWANSEA—Handel Davies, Ltd., 230, Oxford St., Swansea 50311. [S1046/R]

A STON AUTO-MOTORS OF BIRMINGHAM for B.S.A. spares, full stocks; quick postal orders; c.o.d. for return.

172—177, Aston Rd., Birmingham, Ast. X 3201-2. [0559/R]

GODFREY'S, Ltd.—B.S.A. spares stockists; c.o.d.—All depots; see display advt. [S1052/R]

HOE STREET GARAGE, Ltd., Gen. spares; c'tner, c.o.d.—414, Hoe St., W.HOW, E.17. Tel. Cop. 1710. [0273]

PRIDE & CLARKE—Second-hand spares; quotations any part by return post; c.o.d.; easy payment. Stockwell Rd., S.W.1. Bat. 6531. [S1098/R]

WEST END MOTORS, Ltd., 171, High St., S.E.15. New X 5118/9; and 179, Upper Tooting Rd., S.W.17. Bal. 4231, for B.S.A., Amal, Wico-Pacy etc. [0125/R]

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200—Vast range of B.S.A. spares; call or sent c.o.d.

KAYS OF EALING, Ltd., B.S.A. spares parts for stockists. Trade supplied, quotations or c.o.d. by return—8-10, Bond St., Ealing, W.5. Tel. 2387. [S1075/R]

CLAUDE RYE, Ltd., B.S.A. specialists—Comprehensive range including 100% Bantam spares available; immediate c.o.d.—995-921, Fulham Rd., London, S.W.6. Renown 6174.

PARKS for B.S.A., official stockists for S.E. London; 1000 B.S.A. spares, stock and accessories. Amal, Lucas, Ferodo; prompt c.o.d. service; B.S.A. exchange replacement service; Dandy spares and accessories; Gold Star specialists—Tel. Lee Green 0535, 404, High St., Lewisham, S.E.13. [0505/R]

**B.S.A. SERVICE**

24-hour c.o.d. service on all B.S.A. spares and exchange replacement units; engines, gear boxes, clutch plates, brake shoes, frames, forks, wheels, in fact every item you require; stockists also for Amal, Wico, Lucas and Smiths speedos. Don't keep old machines; bring them in. 100% service—Coventry Motor Mart, Ltd., B.S.A. Specialists, Postal Department 7, 86, London Rd., Coventry. Tel. 2146 and 7. [0077/R]

**CORGİ SPARE PARTS**

GLANFIELD LAWRENCE, Corgi spares stockists—407, High Rd., N. Finchley, N.12. Fin. 0091. [S1044/R]

**DAYTON ALBATROSS**

WHITBYS OF ACTON—Immediate delivery of new Albatross—275, Acton Vale, W.3. She. 5353. [C1128/R]

MEESEN'S, Shannon Corner, New Malden, for immediate delivery of the Albatross 250 Twin with the famous Villiers engine; lowest H.P. tuition, Villiers service, trade supplied. [C1203]

**EXCHANGE  
YOUR MOTORCYCLE FOR A CAR  
at PRIDE & CLARKE**

**★ MOTORCYCLES EXCHANGED**

Any make, year or model welcomed as whole or part deposit.

**★ LARGEST SELECTION**

200 cars marked clearly with year and price.

**★ GREATEST VALUE**

Compare our prices, call and judge for yourself.

**★ TERMS—1/3 DEPOSIT AND**

**24 MONTHLY PAYMENTS**

Tax and insurance included in Terms.

**CARS**

	CARS	Cash Price
'57 AUSTIN 1100 4-dr. saloon, 5,000 miles	6540	
'57 AUSTIN 1300 2-dr. saloon, 6,000 miles	6550	
'57 AUSTIN 1400 saloon, heater, 1 owner	5589	
'57 AUSTIN 1300 saloon, heater, 1 owner	4549	
'57 AUSTIN 1300 saloon, heater	4419	
'57 AUSTIN 1300 radio and heater	5580	
'57 AUSTIN 1400 saloon, heater	5580	
'57 FORD Popular saloon, 7,000 miles	5580	
'57 FORD Prefect saloon, heater, 15,000 miles	5580	
'57 FORD Popular saloon, extras	5580	
'57 FORD Popular saloon, radio, heater	5580	
'57 FORD Prefect saloon, heater, duo-tone	5580	
'57 FORD Anglia saloon	5580	
'57 FORD Popular saloon, heater	5580	
'57 FORD Prefect saloon, heater	5580	
'57 HILLMAN Minx D.L. saloon, 5,000 miles	5580	
'57 MORRIS Minor 1000 saloon, heater, 1 owner	5580	
'57 MORRIS Oxford saloon, heater	5580	
'57 MORRIS Minor 2-dr. saloon, heater	5479	
'57 MORRIS Minor Convertible, 14,000 miles, 1 owner	5580	
'57 MORRIS Minor 2-dr. saloon	5580	
'57 MORRIS Minor 10 saloon	5580	
'57 RENAULT Dauphine, 300 miles	5580	
'57 STANDARD 8 saloon, heater, 6,000 miles	5580	
'57 STANDARD Family 8 saloon, heater	5580	
'57 STANDARD 10 saloon, heater	5580	
'57 STANDARD Vanguard Mk. II, heater, radio	5580	
'57 STANDARD Vanguard, heater, radio	5580	
'57 STANDARD 8 saloon	5580	
'57 TRIUMPH Mayflower saloon	5580	
'57 VAUXHALL Velox saloon, heater	5580	
'57 VOLKSWAGEN 1100 saloon, 10,000 miles	5580	

**MINICARS**

'57 A.C. Petite D.L. extra	2550	
'57 A.C. Petite, 12,000 miles	2550	
'56 B.M.W. Isetta, low mileage	2550	
'56 BOND Minicar D/L	1580	
'56 GOCCIMOBILE, 9,000 miles	2550	
'57 RELIANT Robin, 12,000 miles	2550	
'57 RELIANT Cabin Cruiser	2550	
'57 RELIANT Royal Car, 7,000 miles	2550	
'57 RELIANT Royal Car	2550	

**COMMERCIALS**

'57 AUSTIN A35 VAN, low mileage	2550	
'56 A.C. Petite, 12,000 miles	2550	
'56 B.M.W. Isetta, low mileage	2550	
'56 BOND Minicar D/L	1580	
'56 GOCCIMOBILE, 9,000 miles	2550	
'57 RELIANT Cabin Cruiser	2550	
'57 RELIANT Royal Car, 7,000 miles	2550	
'57 RELIANT Royal Car	2550	

**COMMERCIALS**

'57 AUSTIN A35 VAN, low mileage	2550	
'56 A.C. Petite, 12,000 miles	2550	
'56 B.M.W. Isetta, low mileage	2550	
'56 BOND Minicar D/L	1580	
'56 GOCCIMOBILE, 9,000 miles	2550	
'57 RELIANT Cabin Cruiser	2550	
'57 RELIANT Royal Car, 7,000 miles	2550	
'57 RELIANT Royal Car	2550	

**NEW VANS**

AGENTS FOR: Austin, Ford, Hillman, Humber, Jaguar, Morris, M.G., Riley, Rover, Singer, Standard, Sunbeam, Triumph, Wolseley.	2550	
ALL MODELS FOR IMMEDIATE OR EARLY DELIVERY.	2550	

**NEW VANS**

FOR IMMEDIATE DELIVERY: Austin A35, A50; Commer Cob and Express; Thames 5 and 7 cwt., choice of colours; Morris J2.	2550	
MINICARS	2550	

FOR IMMEDIATE DELIVERY: A.C., B.M.W., Bond, Goggomobil, Heinkel, Messerschmitt, Bellanti.

LATEST LIST OF CARS BY RETURN

**PRIDE & CLARKE LTD**  
237 BRIXTON HILL SW2 (TUL 36645)  
158 STOCKWELL RD. SW9 (BRI 6251)  
Hours of Business: 9 a.m. to 6 p.m.

## DIANA

KING'S OF OXFORD, of course.  
KING'S OF OXFORD, really easy terms.  
KING'S OF OXFORD, really National service.  
KING'S OF OXFORD, always for Diana.  
KING'S OF OXFORD, New Rd., Oxford.

[C1171]

GODFREYS, Ltd., for Diana, all depots.—See display advert. [C1052/R]

CLAUDE RYE.—Immediate delivery new Diana: choice of colours; terms—895-921. Fulham Rd., London, S.W.6. Renown 617. [C1105/R]

SLOCOMBES OF NEASDEN!!! for your new Diana: terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

PUNTRY AUTOS, Ltd., main agents for your new Diana: terms, exchanges—263, Putney Bridge Rd., S.W.15. Put. 1186. E.C., Thurs., 1 p.m. [C1138/R]

## D.K.R.

COPMERSFORDS.—Immediate delivery D.K.R. Dove.—Fortsouth Rd., Thames Ditton. [C1006]

G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858. D.K.R. Dove main dealers. [0093]

GEORGE GROSE, area distributors: H.D.—Ludgate Circus, London, E.C.4. Cen. 5561. [0169/R]

HARRY NASH—Immediate delivery easiest terms: H—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090]

CLAUDE RYE.—Immediate delivery new D.K.R.: choice of colours; terms—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

METEN'S, Shannon Corner, New Malden, for immediate delivery of Britain's latest Villiers engine scooter: the Dove, a single job; list, long H.P., exchanges, tuition, and Villiers Service, trade supplied.—Tel. Malden 3110. [C1205]

## D.M.W.

METEN'S, for D.M.W., call and inspect the latest 250cc Dolomite Trials twin just out—a really superb competition job which like his sports brothers is fitted with the famous Villiers T2 twin unit 194/12.2 or only £2 deposit by h.p. range and single or easiest delivery. Villiers unbeatable service, trade supplied.—Metens, Shannon Corner, New Malden 3110. [C1205]

## D.O.T.

DOT CYCLE & MOTOR MANUFACTURING Co., Ltd., Manchester, 13. Tel. Blackfriars 5472-3-4. [0222/R]

KING'S OF OXFORD.

1958 Dots in stock, immediate delivery, easiest terms, any exchanges, finest service; you'll always win at KING'S New Rd., Oxford. [C1171]

## DOUGLAS

GODALMING.—G. D. Brown is the Douglas specialists; sales and service; satisfaction assured.—12, Meadow. Tel. 412. [C1008/R]

## DOUGLAS SPARE PARTS

CLAUDE RYE, Ltd.—Full range of spares for the T3 model, immediate c.o.d.—895-921. Fulham Rd., S.W.6. Renown 6174. [S1105/R]

## DOUGLAS VESPA

KING'S OF OXFORD, of course.

KING'S really easy friendly terms.

KING'S enthusiastic scooter service.

KING'S take any road vehicle part exchange.

KING'S always for Vespa.

KING'S OF OXFORD, New Rd., Oxford. [C1171]

GODFREY'S, Ltd.—Appointed Vespa dealers all depots.—See display advert. [C1052/R]

WHITBY'S—Vespa specialists, new and second-hand. 273, Acton Vale, London, W.3. She. 5355. [C1128/R]

WALTON-ON-THAMES MOTOR CO., Ltd. (main agents), Bridge St., Walton-on-Thames. [0261/R]

A. GATTO—Immediate delivery, 1/4 dep. exchanges. 206-212, Garratt Lane, S.W.18. Bat. 4364. [0095/R]

RENNO'S—Latest models immediate delivery, 100% after sales service, 1/4 deposit, 12, 18, 24 mths, self-financed, etc.—Excelsior.

RENNO'S—Late 1955 Vespa de luxe, dual-seat, one owner, as new: 59gns or terms.

RENNO'S—Choice of several good second hand Vespas from 49gns—232-3-4, Upper St., London, N.1. Can. 2021; and 217, Hornsey Rd., London, N.7. Arg. 5388. [C1104]

LEONAR MOTORS for Douglas Vespa: terms, exchanges, 265, Mare St., Hackney, E.8. Amherst 5134. [0234]

LEDA scooters.—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey. Mit. 4466. [0034/R]

WHITBY'S  
OF ACTONBARGAINS IN USED  
SCOOTERS, MOTORCYCLES  
ON EASIEST TERMS  
ONE THIRD DEPOSIT  
and balance up to 2 years in  
24 MONTHLY INSTALMENTS

## MOTORCYCLES

ROYAL ENFIELD, '53, Ensign, 150 c.c., s/frame telescopic, 3-speed footchange, economical mount. Bargain... .

B.S.A., '53, DL 125 c.c., teles, spring frame, equipped with screen, l/shields, plin., batt., reflected lighting, a snap at...

B.S.A., '54, DS, 150 c.c., s/frame, unit construction engine with 3-speed gear change, excellent condition, bargain...

EXCELSIOR '53 Talisman, 250 c.c. Twin, s/frame, disc...

pans., screen, one careful owner since new, very smart...

B.S.A., '53, C112, 250 c.c. O.H.V., dual seat, h/bar mirror, very smart maroon and chrome finish, a snap at...

B.S.A., '54, CIOL, 250 c.c. s/frame, telescopic forks, s/frame, d/seat, plin., batt., reflected lighting, a snap at...

TRIUMPH, '53, T20, 200 c.c. O.H.V., spring frame, d/seat, plin., rest, low mileage, very smart blue and chrome finish...

TRIUMPH, '51, ST, 350 c.c. Twin, teles, a/hub, d/seat, maroon and chrome finish, bargain...

D. K. ENFIELD, '53, Bullet, 350 c.c. O.H.V., s/arm rear suspension, teles, d/seat and plin., rest, grey and chrome, lively...

D.M.W., '55, Cortina, 225 c.c. Villiers, s/arm suspension, teles, d/seat, low mileage, finished in Paris grey and chrome...

PARTNER, '54, 200 c.c. O.H.V., s/arm suspension, d/seat, plin., rest, smart black and chrome finish, a snap at...

TRIUMPH, '53, T20, 200 c.c. Twin, teles, a/hub, d/seat, pans., screen, quiet motor, excellent order throughout...

JAMES, '57, KT, 200 c.c. Villiers, swinging arm suspension, fitted l/shields, screen, cbra, carrier, one owner, immaculate...

ARMSTRONG, '54, NR, 350 c.c. O.H.V., s/arm suspension, d/seat, plin., rest, smart maroon and chrome finish choice from...

ARIEL, '54, VR, 190 c.c. O.H.V., swinging arm rear suspension, equipped with d/seat, pans., cbra, ex order throughout...

B.S.A., '55, B31, 350 c.c. O.H.V., teles, s/arm suspension, Lucas Magdyno, He. d/seat, plin., rest, choice from...

B.S.A., '56, A10, 200 c.c. Twin, teles, d/seat, maroon and chrome finish, ideal solo or sidecar machine...

B.S.A., '56, Falcon 200, 200 c.c. Villiers, s/arm suspension, d/seat, full width hubs, batt., lighting, excellent value...

SUNBEAM, '51, 88, 500 c.c. O.H.V., Twin, teles, s/arm saddle, adverse example of this very popular model, black and chrome finish, a snap at...

B.S.A., '55, B31, 350 c.c. O.H.V., s/arm rear suspension, teles, d/seat, immaculate maroon and chrome finish, outstanding specimen...

VINCENT, '54, Comet, 500 c.c. O.H.V., s/a, rear suspension, great condition, choice example of this model...

B.S.A., '54, A10, 250 c.c. Twin, s/arm suspension, d/seat, beige and chrome, very smart appearance...

ARIEL, '54, T110, 250 c.c. Twin, teles, s/arm suspension, twin seat, panniers, 1 owner, immaculate throughout...

## SCOOTERS

D.K.W., '57, Hobby de luxe, 74 V.I.C., automatic gear change, pillar seat and carrier, superb finish in cream and chrome, 1 owner...

LAMBRETTA, '55, LD, 150 c.c., fitted with pillar seat, screen carrier, s/wheel, maroon and chrome finish...

LAMBRETTA, '57, LD, 150 c.c., screen, 2,000 mils, only, dual colour maroon and cream, very smart...

H.U.V., '54, Prince 150 c.c., equipped with off starter, plin., carrier chrome embellishments, low mileage, unmarked...

DOUGLAS, '56, Vespa 125 c.c., equipped with screen, carrier and dual-seat, two red and grey finish, excell. cond. throughout...

DOUGLAS, '57, Vespa, 125 c.c., 3-speed h/bar controlled gearbox, d/seat, very smart black and chrome finish. Low mile...

**NEW MODELS**  
**WE NOW HAVE COMPLETE RANGES IN STOCK OF ALL LEADING MAKES OF MOTOR CYCLES, SCOOTERS & 3-WHEELERS**

**AUSTIN, FORD & MORRIS CARS.**  
**NOW is the best time to get an extra High Allowance for your old bike in part exchange.**

**ORDER your new model now for delivery later on and save disappointment.**

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OF ACTON

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THE VALE, ACTON,  
LONDON, W.3

PHONE: SHEPHERDS BUSH 5355/6

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Saturdays 6 p.m.

## DOUGLAS VESPA

**SLOCOMBES OF NEASDEN!!!** for your new Vespa: terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**79gns.**—Douglas Vespa, 1956, 125cc, 42L2 plillion, luggage carrier, choice of 5 terms, exchanges, list: 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

## DOUGLAS VESPA WANTED

**GEORGE CLARKE** pay most for Douglas Vespa—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

**ROWLAND SMITH'S**, the Douglas Vespa buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

## DOUGLAS VESPA SPARE PARTS

**GLANFIELD LAWRENCE**. No waiting.

**WE** hold immense stocks of Vespa spares; immediate delivery—either over the counter, or by our return postal service.—Call "phone or write, 407, High Rd., North Finchley, N.12. Tel. Fin. 0091. [S1044/R]

**GODFREYS**, Ltd.—Croydon, 208, Gt. Portland St., G.W.1 Forest Gate. See display advert. [S1052/R]

**G.W.1 FOREST GATE**. See display advert. [S1052/R]

**YOUNG'S**—Vespa spares and accessories, list free—52, Tooting Bee Rd., London, S.W.17. Bal. 7791. [S1134/R]

**HUMPHREYS** for Vespa spares and accessories: counter or c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. [S1058/R]

## EXCELSIOR

**ROWLAND SMITH'S** for Excelsior.

**NEW** Supr Talisman and Skutaboy in stock; terms, exchanges, list: open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**D. J. SHEPHERD & CO. (ENFIELD)**, Ltd., 434-436, Hertford Rd., Enfield. Tel. Howard 1631. 2923.

**1955** Excelsior Consort, one owner: £47. [C1132]

**YOUNG'S**—Excelsior main agents: terms, exchanges. 52, Tooting Bee Rd., London, S.W.17. Bal. 7791. [C1134/R]

**£24**—Excelsior, late 1954. 98cc Consort, 2 speeds, 4 good tyres, very good condition—Dilley, 374, E.R. Lond. Rd., London, E.17. [C1030]

**KING'S OF OXFORD**—All 1958 Excelsiors, immediate delivery: finest, easiest, friendliest terms; any vehicle part exchange; unbeaten after-sales service. KING'S, New Rd., Oxford. [C1171]

## EXCELSIOR SPARE PARTS

**BELLAMY'S** hold the finest stock of Excelsior spares for all post-war models: c.o.d. anywhere—3, Lordship Lane, Dulwich, S.E.22. New Cross 0666. [0511]

**KAYS OF EALING**, Ltd., Excelsior spare parts stockists. Trade supplied. Repair c.o.d. by return—8-10, Bond St., Ealing, W.5. Eal. 2581. [S1075/R]

**LONDON'S** Excelsior specialists—Alec Jackson for Talisman and Spryt spares; largest stock in Great Britain; c.o.d. by return; repair specialists—Alec Jackson, Motor Export, Ltd., 1006, Harrow Rd., Kensal Green, London, N.W.10. Ladbrooke 2792. [S1066/R]

## FRANCIS-BARNETT

**FRANCIS & BARNETT**, Ltd., Lower Ford St., Coventry. Coventry 3054. [0090/R]

**WATKINSON MOTORS**

**1958** models for immediate delivery: usual terms available.—Stockwell Rd., S.W.9. Bri. 2838. [C1174/R]

**ROWLAND SMITH'S** for Barnett.

**NEW** models in stock.

**39gns.**—Francis-Barnett, 1952, 197cc Villiers, battery lighting; terms, exchanges, list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**N. LONDON**—Tele Autos, Francis-Barnett, main agents—58, High St., Waltham Cross. [0127/R]

**WHITBY'S OF ACTON**—Immediate delivery of new models.—273, Acton Vale W.3. She. 5355. [C1128/R]

**ELEANOR MOTORS** for Francis-Barnett; terms, exchanges, 265, Mare St., Hackney, E.8. Amhurst 5134. [0236/R]

**LITTLEJOHN'S**—Main dealer: machines, spares; terms, exchanges.—2, Ruskin Rd., Greenford, Middlesex 5255. [0527/R]

**SLOCOMBES OF NEASDEN!!!** for your new Francis-Barnett; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**WHITE & MARTIN** for your new Francis-Barnett: exchanges, terms; spares and repairs—18, Ashfield Parade, Southgate, N.14. Palmers Green 1032. [C1125/R]

**MEEGAN'S**, Shannon Corner, New Malden, for immediate delivery of all 1958 models of the famous Francis-Barnett at lowest hire purchase terms; exchanges, tuition, spares, unbeatable Villiers service, trade supplied.—Tel. Malden 3110. [C1203]

**KING'S OF OXFORD** for 1958 Francis-Barnett: models, immediate delivery 10 minutes visit, 24 hours by post, easiest friendly terms; any car, motor cycle, 3-wheeler part exchange; backed by Britain's outstanding after-sales service: you always win at KING'S, New Rd., Oxford. [C1171]



## JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellington Road, Northampton. Tel. 1309. [0106/R]

## LAMBRETTA

LAMBRETTA—Sole Concessionaires U.K. Lambretta Concessionaires, Ltd., Head Office and Sales, Beverley Works, Kingston By-Pass, S.W.20. Tel. Maids 7721. Service Station, 211/219, The Broadway, Wimbledon, S.W.19. Spares 221-227, The Broadway, Wimbledon, S.W.19. Tel. Cherrywood 3241. Accessories, 31, Oxford Ave., S.W.19. Tel. Liberty 3962. [0475/R]

## SPEEDWAY OF ACTON.

1957 150cc Mark III, every extra, very low mileage; choice of 3 at £145.  
1957 150cc LDB Mark I, host of extras, 2,000 miles only; choice of 4 from £129/10.  
1956 150cc 150cc, many extras; choice of 8 from £125.  
1955 LD 150, many extras, good order throughout; choice of six from £89/10.  
THREE months' written guarantee all used machines, new model immediate delivery—310, Uxbridge Rd., Acton, W.3. Acorn 5051-2. [C1121]

## KING'S OF OXFORD by course!

KING'S easiest friendly terms!  
KING'S superior national service.

KING'S take any road vehicle part exchange.

KING'S undoubtedly for Lambretta.

KING'S OF OXFORD, New Rd., Oxford. [C1173]

LAMBRETTA HIRE SERVICE, Ltd.

All models, new and used, including sidecars and 3-wheelers; part exchange, hire purchase.

SUPER-RIDE hire from 18/- per day.

SUPERS and accessories; largest stockists in the country, trade and retail, cash or by post.

LAMBRETTA HIRE SERVICE, Ltd., 221-227, The Broadway, Wimbledon, S.W.19. Cherrywood 2341-2-3, also at 32, Monarch Parade, Mitcham, Surrey. Mitcham 51412. [7092]

ROWLAND SMITH'S for Lambretta.

NEW scooters, mopeds and trucks in stock.

115cc.—Lambretta 1957, 150cc, l.d.b., blue finish, excellent condition; choice of 2; terms, exchanges—Rowland Smith, below.

79cc choice of 6 Lambrettas; terms, exchanges, list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

HARRY NASH—All models, all colours; driving licence, extras and insurance all on h.p.

H—Big selection of used models from £75—£91. King H St., Hammersmith, W.6. Riv. 2837-8. [C1090]

GODREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

LAMBRETTA—Loxham's Motor Cycle House; change, h.p. terms.—Tel. 4242 Preston. [0044/R]

LEANOR MOTORS for Lambretta, terms, exchanges, E. 265, Mare St., Hackney, E.8. Amhurst 5134. [C1113]

WHITBYS for bargains in used Lambrettas—Acton Vale, London, W.3. Shep. Bush 5355. [C128/R]

SLOCOMBE'S OF NEASDEN!!! for your new Lambretta; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

HUDDRSFIELD—Lambretta, immediate delivery terms—Arnold Moore, Oxford St. Garage, Tel. 5485. [0486/R]

WHITE & MARTIN for the Lambretta Scooter; immediate delivery; spares and accessories, h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R]

J. DOUBLE (MOTOR CYCLES), Ltd., 1956 Lambretta agents; terms, spares, service, repairs 12-14, Millbank Parade, Cranbrook Rd., Barnet, Hertford. Tel. Val. 0192. [C1119/R]

NEW Lambrettas from £25/19/2 down, 24 instalments £2/4-8, cash price £71/17/6; reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London, N.W.1. [0035]

ELITE MOTORS for your new Lambretta, every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—1, Garratt Lane, Tooting Broadway, S.W.7. Balham 2101. [C1169/R]

COMERFORDS for Lambretta, new and second-hand; exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Emberbrook 5511. [C1000]

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all Scooter distributor; one-third deposit exchanges terms—225-7 Westminster Bridge Rd., S.E.1. Wat. 3105, 157, Old Brompton Rd., S.W.5. Fre. 1844, 162, Finchley Rd., N.W.3. Swi. 3767. [0056/R]

## LAMBRETTA WANTED

R ROWLAND SMITH'S, the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

## SPORTING SELECTION

1949 MATCHLESS Trials, 350 c.c., swinging arm, good Trials tyres, alloy guards, speedometer, no lights, bargain .....

£65 0

1954 FRANCIS-BARNETT, 197 c.c., 4-speed box, Amal carb., s/arm, dual seat, speedometer, good tyres, motor overhauled .....

£68 0

1957 MATCHLESS Scrambler, 500 c.c., latest specification, as new .....

£178 0

1956 B.S.A. Gold Star, 350 c.c., Scrambler, large motor, nearly new knobs, alloy motor. (Winner of National Scramble) .....

£165 0

1957 ARIEL, 500 c.c., Trials, dual seat, 2,300 miles only .....

£189 0

1955 (Nov.) NORMAN, full width hubs, leading link forks, s/arm, good tyres, clean and sound .....

£89 10

1957 (July) NORMAN 9E motor, full width hubs .....

£118 0

1956 FRANCIS - BARNETT Scrambler, full width hubs, 4-speed box, s/arm, dual seat, speedometer, lights .....

£98 0

1954 TRIUMPH Trophy 500 c.c., alloy motor, sprung hub, dual seat, Lucas dynamo lighting, very clean .....

£135 0

1949 A.J.S., 350 c.c. Competition, latest type tank, alloy motor, nearly new Trials tyres no lights, exceptional machine .....

£78 0

1954 MATCHLESS, 500 c.c., s/arm, full width hubs, alloy motor .....

£115 0

1953 A.J.S. Competition, s/arm, alloy motor, dual seat, no lights .....

£75 0

1954 D.M.W., 197 c.c., 4-speed, dual seat, blue and chromium finish, no lights .....

£54 0

1954 B.S.A., 350 c.c. Competition, alloy motor, no lights, silver and chromium tank, sound motor .....

£86 0

1957 ARIEL, 500 c.c., 1,400 miles only, as new .....

£195 0

1957 B.S.A. B.32, Competition, s/arm, mileage under 1,000, as new .....

£179 10

1953 DOT, 197 c.c. Competition, upsweppt pipe, chromium tank, dual seat, aloy guards, good tyres, as it stands .....

£42 10

1951 A.J.S., 350 c.c. Competition, alloy motor, no lights, dual seat, speedometer .....

£69 10

1956 NORMAN, 197 c.c., 9E motor, s/arm, leading link forks, alloy guards, direct lights, recommended, outstanding specimen .....

£115 0

## 1958 MODELS FROM STOCK

D.M.W. 250 c.c. Twin.

DOT works replica.

B.S.A. B.34.

B.S.A. 500 c.c. Scrambler.

ARIEL 350 c.c. and 500 c.c.

GREEVES Scottish.

NORMAN Competition.

£5 Deposit reserves any of the above

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Open: 9 a.m. till 7 p.m. Saturdays: 9 a.m. till 6 p.m.

Telephone: EMBERBROOK 5531 (PBX)

## LAMBRETTA WANTED

GEORGE CLARKE pay most for Lambretta—278, Brixton Hill, S.W.2. Tulss Hill 3211. [W1015]  
PUTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. [W1138/R]

## LAMBRETTA SPARE PARTS

SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories day c.o.d.—314, Oxbridge Rd., W.3. Acorn 5031-2. [C1121/R]

PALMERS for Lambretta spares and service—81, Stanley Rd., Teddington. Molesey 1646. [S1002]

GENUINE Lambretta spares, 125/150; prompt c.o.d.—G. Mallaby & Co., 144, Micklegate, York. 24017. [0073/R]

LEANOR MOTORS, Lambretta spares and service, all repairs, 265, Mare St., Hackney E.8. Amhurst 5925. [0257]

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R]

GODFREYS, Ltd., for special Lambretta service, all special tools; 6 depots in the London area.—See display advert.—[S1052/R]

ASTON AUTO MOTORS OF BIRMINGHAM—Complete range Lambretta spares and accessories; and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. [0498/R]

## MAICO

MAICO (GREAT BRITAIN), Ltd., 81a, Gloucester Road, S.W.7. Tel. Franklin 4519-8. Spares and workshops 22, Astrowood Mews, S.W.7. Tel. Franklin 5519. Sole concessionaires U.K. for Malcolette 247cc and 277cc super scooter and Maicomobil 197cc, totally enclosed. All spares from stock. [0602/R]

## SPEEDWAY OF ACTON.

1957 Maico Mobil 200cc, 1,000 miles only, as new throughout; £159/10/- terms; exchanges—310-314, Oxbridge Rd., Acton, W.3. Acorn 5031-2. [C1121]

RON MCKENZIE, 961, Chester Rd., Streatham, Lancs. Sales, service—Longford 2100. [C1086]

CELTIC MOTORS, Ltd., for your new Taico Typhoon 400cc twin, immediate delivery, all colours—TERMS and exchanges, genuine after-sales service—[57, East Hill, Wandsworth S.W.18. Vandyke 5651. [C1028]

CLAUDE RYE—Immediate delivery new Maicos, choice of colours; terms—895-921 Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster, 57 Whitegate Drive, Blackpool. Tel. 24720. [0147]

THE north eastern's largest distributors; we can definitely give immediate delivery 250 and 277 Maicolette, Maicomobil and 400 Taifun motor cycle.—Ken Blakey, 56, Arnley Rd., Hull 16420. [0028/R]

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.8. Tel. Woolwich 1723. [0108/R]

ROWLAND SMITH'S for Matchless.

ALL models supplied.

185cc—Matchless twin. June 1956, 592cc, swinging arm, many extras, exceptional, choice of 2; terms, exchanges—Rowland Smith, below.

39cc—Matchless, reed. 1951, 550cc ohv, telescopic forks, dual seat; terms, exchanges list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

COMERFORDS—£195!! 1957 Matchless twin, superb condition—Portsmouth Rd., Thames Ditton. [C1006]

A RCHER OF ALDERSHOT for Matchless, etc. spares and service—Victoria Rd., Tel. 323. [0363/R]

SLOCOMBE'S OF NEASDEN!!! for your new Matchless; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

W HIBTS OF ACTON—New models in stock; exchanges, h.p. spares—263 273, Acton Vale, London, W.3. She. 5355 (Showrooms). She. 6785 (Spares). [C1128/R]

!!! Gray's, Croydon; genuine 1955 Matchless 350, wonderful motor, beautifully original, written guarantees, starting value 99gn. Terms, exchanges—Gray's, 56-58, South End, Croydon. Tel. 3645. [C1175]

KING'S OF OXFORD—Your 1955 Matchless, the only friendly, sole-factory K.O. way delivery—10 minutes visit or 24 hours post, any motor cycle, car or three-wheeler part exchange, backed by really enthusiastic friendly national service; it's a jolly good deal at—King's, New Rd., Oxford. [C1171]

## MATCHLESS WANTED

GEORGE CLARKE pay most for Matchless—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]



## NORTON

ELEANOR MOTORS for Norton, terms, exchanges, E 265, Mare St., Hackney, E.8. Amhurst 5134. [C1115]

ERIC KENNARD & Co., can supply your new Norton, N.W.3. and all spares requirements.—19, Station Rd., N.W.3. [C1113/R]

PLACIDE 3589

SLOCOMBE'S OF NEASDEN!!! for your new Norton; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

WHITEBYS OF ACTON—New models in stock, exchanges, h.p. spares.—263-273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R]

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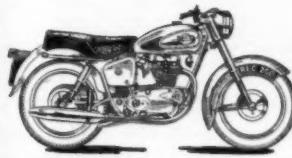
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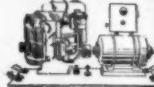
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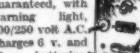
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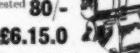
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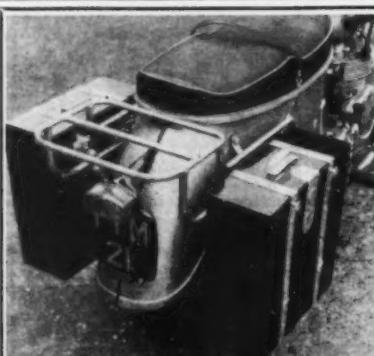
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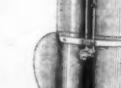
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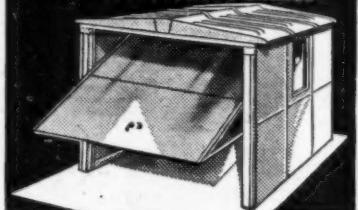
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258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 1530, 1532, 1534, 1536, 1538, 1540, 1542, 1544, 1546, 1548, 1550, 1552, 1554, 1556, 1558, 1560, 1562, 1564, 1566, 1568, 1570, 1572, 1574, 1576, 1578, 1580, 1582, 1584, 1586, 1588, 1590, 1592, 1594, 1596, 1598, 1600, 1602, 1604, 1606, 1608, 1610, 1612, 1614, 1616, 1618, 1620, 1622, 1624, 1626, 1628, 1630, 1632, 1634, 1636, 1638, 1640, 1642, 1644, 1646, 1648, 1650, 1652, 1654, 1656, 1658, 1660, 1662, 1664, 1666, 1668, 1670, 1672, 1674, 1676, 1678, 1680, 1682, 1684, 1686, 1688, 1690, 1692, 1694, 1696, 1698, 1700, 1702, 1704, 1706, 1708, 1710, 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2708, 2710, 2712, 2714, 2716, 2718, 2720, 2722, 2724, 2726, 2728, 2730, 2732, 2734, 2736, 2738, 2740, 2742, 2744, 2746, 2748, 2750, 2752, 2754, 2756, 2758, 2760, 2762, 2764, 2766, 2768, 2770, 2772, 2774, 2776, 2778, 2780, 2782, 2784, 2786, 2788, 2790, 2792, 2794, 2796, 2798, 2800

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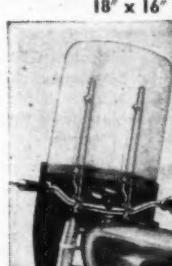
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## INDEX TO ADVERTISEMENTS

PAGE	PAGE				
Accessories (Midland), Ltd. . . . .	30	H.J.S. Manufacturing Co., Ltd. . . . .	35	Pankhurst (Weymouth), Ltd. . . . .	32
Austin, J., & Son, Ltd. . . . .	33	H. & L. Motors, Ltd. . . . .	20	Percival Bros. & Webb, Ltd. . . . .	32
Batley, Ernest, Ltd. . . . .	32	Halfords . . . . .	35	Pride & Clarke, Ltd. . . . .	9, 10, 11, 12, 24, 26, 27, 28 & 29
Bradbury, Dan (Motor Cycles), Ltd. . .	33	Headquarter & General Supplies, Ltd. .	34	Jordans of Hull . . . . .	23
Brown, N. C., Ltd. . . . .	33	Joy, Ed., & Sons, Ltd. . . . .	4	Joy, Ed., & Sons, Ltd. . . . .	4
B.S.A. Motor Cycles, Ltd. . . . .	Cover i	Kings Motors (Oxford), Ltd. . . . .	8	Rapid Motors . . . . .	32
Burgess Products Co., Ltd. . . . .	Cover ii	K.L.G. Sparking Plugs . . . . .	1	Renold Chains, Ltd. . . . .	6
Burman & Sons, Ltd. . . . .	4	Kuhn-Gus Motors . . . . .	34	Rye, Claude, Ltd. . . . .	Cover iii, 21, 24 & 31
Butler Moulded Laminates . . . . .	32	Leeds Army & Navy Stores . . . . .	35	Shell & B.P., Ltd. . . . .	2
Calvert, A., & Sons, Ltd. . . . .	33	Lewis, D., Ltd. . . . .	5	Stevens, L., Ltd. . . . .	. . . . .
Camden Motor Cycles . . . . .	24	Lock, J. A., Ltd. . . . .	34	Taylor Matterson, Ltd. . . . .	25
Clarke, George Motors, Ltd. . . . .	14 & 16	Longstaff, E. S., Ltd. . . . .	34	Two Strokes, Ltd. . . . .	24
Comerfords, Ltd. . . . .	15	Malcolms (Enamellers) . . . . .	34	Vero, Everitt W., & Co., Ltd. . . . .	36
Craven Equipment . . . . .	30	Marble Arch Motor Supplies, Ltd. . . . .	4	Watsonian Sidecars, Ltd. . . . .	6
Dunkley Motors . . . . .	7	Metal & Plastic Comparts, Ltd. . . . .	Cover ii	Way, Raymond, Motors, Ltd. . . . .	25
Dunns Garages, Ltd. . . . .	23	Meyrowitz, E. B., Ltd. . . . .	35	Westpole Motors, Ltd. . . . .	34
Elgar Sheet Metal Works, Ltd., The . .	35	Millets . . . . .	32	Whitbys of Acton, Ltd. . . . .	13
Elite Motors (Tooting), Ltd. . . . .	18 & 19	Munday, T. C., & Co., Ltd. . . . .	33	Wico Pacy Sales Corporation . . . . .	6
E.S. Motors, Ltd. . . . .	23	Naylor & Root, Ltd. . . . .	17	Young's Motor Stores . . . . .	32
Fearnley, Fred, Ltd. . . . .	32	Northern Mail Order Co. . . . .	32		
G. A. Tyres . . . . .	33	Owen Bros. . . . .	22		
Glanfield Lawrence, Ltd. . . . .	3				
Godfrey's, Ltd. . . . .	3				
Goodyear Tyre & Rubber Co. (Gt. Britain), Ltd. . . . .	Cover iv				
Gre-Solvent Co. . . . .	36				

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THE MOTOR CYCLE

iii



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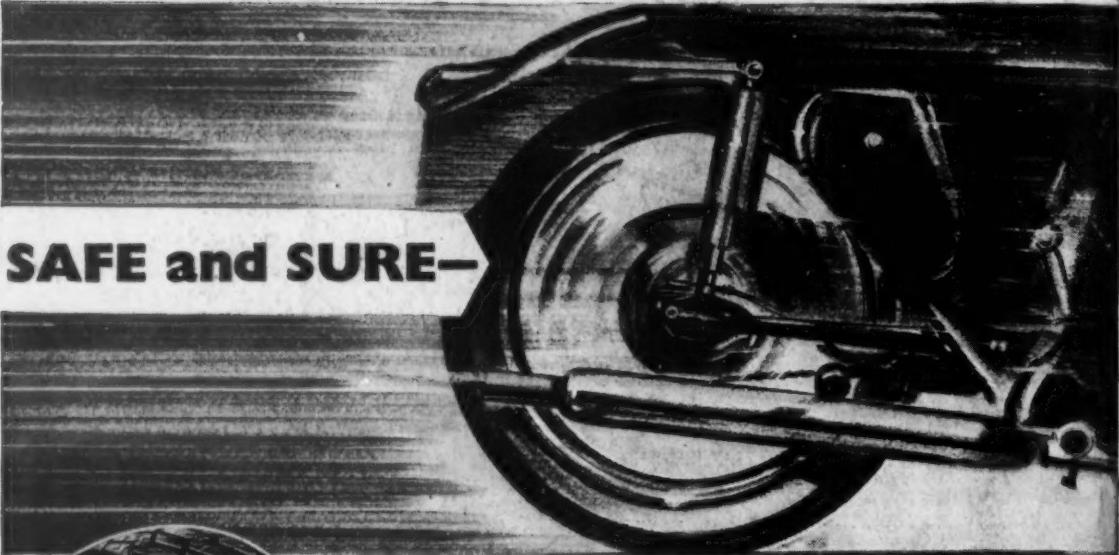
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